

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
given in the  
**HONGKONG WEEKLY  
PRESS,**  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

THE  
DIRECTOR & CHRONICLE  
FOR 1906.  
Complete Edition ... \$10.00  
Small ... 6.00  
Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers

No. 14,998. 號八十九百九千四萬一第 日五十月四年二十三緒光 HONGKONG, TUESDAY, MAY 8TH, 1906. 二拜禮 號八月五年六零百九千一英港香 PRICE, \$3 PER MONTH.

## "BULL DOG" BRAND STOUT & ALE IN SPLITS.

**A. S. WATSON & CO.,  
LIMITED.**

WINE AND SPIRIT MERCHANTS,  
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[a242]

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**SHEWAN TOMES & CO.,**  
General Managers.  
Hongkong, 1st October, 1905. [a277]

NOTICE.

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will be Mr. E. K. HUNT, Member of the  
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Hongkong, 3rd May, 1906. [a1008]

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**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. 911

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I. AUTHORIZED CAPITAL... \$3,000,000  
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PAID-UP CAPITAL... 687,500 0  
II. FUND FUNDS... 3,001,289 12 9

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against FIRE at Current Rates.  
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Hongkong, 30th June, 1905. [a587]

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Hongkong, 1st January, 1904. 28

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[a34]

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**GRANT & LESLIE,** **GEO. GRIMBLE,**  
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[1905]

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MARK

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Hot and Cold Water throughout.  
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Electric Passenger Elevator to each floor.  
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A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

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Canton, give easy communication with both  
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[a221] **THE MANAGER.**

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**WM. SCHMIDT & CO.**

Hongkong, 29th November, 1902. 893

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8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.  
10.00 a.m. to 10.45 p.m. ... Every 15 minutes.  
10.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

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Extra cars at 11.30 p.m. and 11.45 p.m.

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11.00 a.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
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Hongkong, 18th July, 1905. 769

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Only communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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Telegraphic Address: "Eurasia." Code: A.S.W. 5th Ed. (Lester).  
P.O. Box, 32. Telephone No. 12.

**DEATH.**  
On April 27th, at Newchwang, HENRY STEVENS LAWRENCE, aged 64 years.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 8th, 1906.

NEWCHWANG being the most northerly port open to foreign trade, and a sort of main gate to Manchuria, upon the commercial possibilities of which the world's attention is focussed, the annual report of Mr. C. C. CLARKE, Commissioner of Customs, claims special interest. Dated on February 3rd of this year, it appears as the leading contribution to the first volume of the I.M.C. trade returns for 1905, dealing with the northern ports only, Newchwang to Kinkow. Incidentally it may be noticed that these yellow books are henceforth to number five, including the one just received; the others deal with the Yangtze ports (Chungking to Chinkiang), the Central ports (Shanghai to Wenchow), the South Coast ports (Sanatso to Pakhoi) and the Frontier ports (Lungchow to Yantung). This is a more convenient arrangement; and renders unnecessary the fascicles hitherto devoted to each port. Mr. CLARKE's report gives a vivid idea of the way in which war overran Manchuria, and affected its trade. The ground was thrice in the one year covered by an army, the Russians in advance and retreat, and the Japanese pursuing. Two-thirds of the damage done might fairly be credited to the Russians, but probably there was very little left to damage by the time the Japanese arrived. The extent, it appears, cannot be measured; but there was "much loss of life [noncombatant life, be it understood], disease, destruction of houses and crops, loss of cattle, and loss of the means of living." Granted that both sides were as careful and considerate as has been claimed for them, "misery and ruin came

to thousands in no way concerned in the war", and the COMMISSIONER accepts this as inevitable. It could not be helped. Twenty thousand deaths and seventy million taels worth of damage had been mentioned as an estimate, which, however inaccurate, indicates that the disturbance of normal conditions must have been on a big scale. It was the poorer people who suffered most—those who "having lost their little, lost their all." The idea that the population benefited a great deal by the presence of troops paying for what they wanted, supplies, labour, transport, &c., has to be modified. Such payments could not be sufficient in any case to compensate for all damage, and as a matter of fact, the payments were made in paper not readily redeemable. "So far," we are told, "there have never been proper facilities for the redemption in silver of the rouble and war notes at places reasonably convenient to the holders for presentation. Even at Newchwang they have been constantly at a discount, and large amounts of those issued in the interior have been bought up at a still greater discount." This, it will be noted, does not confirm the report that the authorities responsible for the issue of this paper currency have been imposing a discount. The war was at an end in time to allow the usual spring sowing, and good harvests were reaped, but the transport facilities being still in military hands, Newchwang saw little of this produce. Imports were accumulating also, against the expected arrival of produce, and then an unfortunate thing happened which may (though the COMMISSIONER does not suggest this) to some extent account for the report that our Japanese allies have been interfering with the "open door." Just as means were becoming available for the carriage of trade, September-October, some cases of plague occurred at Newchwang; and the Japanese Military Administration, afraid of infection reaching the troops, "prohibited boats and carts from going inland, and the up-country boats loaded with beans, &c., would not come down at the risk of being unable to leave Newchwang in time to get back while the river was still open." There was no epidemic, and the prohibition was removed in November, but it was then too late. Ice had already appeared. This accounted for the crowded godowns at Newchwang, which in turn probably accounted for the mistrust that found expression in Parliament. Taking into account all these drawbacks, and the greater number and boldness of robbers; the trade of Manchuria was such as to afford "ample justification for the belief that in time of peace Manchurian trade will flourish."

"It is customary to take the year 1899, the last year when trade was wholly free to follow its normal course, as the standard with which to compare other years. In 1899 the value of Foreign Imports, excluding Opium, was HK.Tls. 21,000,000; in 1905, HK.Tls. 31,000,000. The value of Native Imports in 1899 was HK.Tls. 6,000,000; in 1905, HK.Tls. 18,700,000. The value of Exports in 1899 was HK.Tls. 29,600,000; in 1905, HK.Tls. 12,000,000. Allowing somewhat for over-importation in 1905, these figures warrant the expectations which have been formed of the future. If so much may be done in a year of disturbance, what may not be done in a year of peace?"

The question is answered by subsequent speculations, touching the resources of the province, the reforms that must come, and the people who will influence them. Japan has every chance of taking the lead, but the Chinese themselves must not be ignored. The Japanese may lack capital; the Chinese will supply it; but not before they are convinced that Japanese management is honest as well as efficient. Just now this efficiency elicits native admiration, but the intentions of Japan are as much under suspicion as are any other foreigners. It is for them by careful use of their exceptional opportunities to remove that characteristic mistrust.

Formosa has now an income of 25 million yen and is self-supporting.

Official opposition is still being vigorously directed against the operations of the Peking Syndicate.

The Chinese Government, following Viceroy Yuan's lead, has decided to do away with useless flowers of language in official documents.

Mr. C. G. Wilder, successor to General Bragg as American Consul General for Hongkong, arrived here yesterday by the S.S. Siberia. He was accompanied by his wife and two children.

In the week ending May 5th there were 61 cases of plague, 68 of which were fatal. At noon on May 7th, 23 more cases were added, of which twenty were fatal. From January 1st to that date, the total cases numbered 328, fatalities 309.

On Sunday afternoon a small-footed Chinese lady, between fifty and sixty years of age, attempted to alight from a moving tram near Western Street, West Point. She fell to the ground, received severe injuries on the face and body, and had to be removed to hospital.

On the top of Pehyushan at Port Arthur, surrounding a vast sepulchre where the bones of 20,000 Russians and Japanese lie together is to be erected a huge obelisk surrounded by a twelve-inch shell.

The P. & T. Times refers to the latest in the northern provinces and mentions a report that the troops to be reviewed at Weihai (across the Chihli border) are in reality to organise an attack on foreigners.

We regret to record the death on the 6th inst. at the early age of 34 of Mr. Jehangir Nowrojee Kattrak, a well known cotton and yarn broker. The funeral took place yesterday morning, and was largely attended by members of the Parsee and Mohammedan communities.

The Chinese Minister at Washington telegraphs that the American Secretary of Labour has passed the rectified copy of the Chinese Immigration Regulation, but this will not be published till the actual dissolution of the boycotting associations in South and Central China.

The return of visitors to the City Hall Library and Museum for the week ending the 5th May, 1906, shows that of non-Chinese there were 333 to the Library and 137 to the Museum; and of Chinese 154 to the former and 3,144 to the latter. The Library was, therefore, used by 487 persons, and the Museum by 3,281.

A Peking dispatch states that H. E. Viceroy Teén Chün-hsueh, who strenuously opposed the building of the Kowloon-Canton Railway by British capitalists also demanding that the line should be constructed jointly by British and Chinese, has been informed by the Waiwup that his object has been accomplished and that that Board has signed an agreement to that effect with the British Minister in Peking.

The Echo de Chine had information that M. Libert, leader of the Patriot party, M. Bennequand, a Bonapartist, M. Griffo, General Secretary of the Labour Federation, and M. Feillant, Secretary of the advanced Royalists, were arrested for complicity with anarchists in rebellion. Several anarchists had also been arrested. The garrison at Peking had been reinforced in anticipation of May Day.

Replying to a question in Parliament by Mr. Riddale, the Secretary to the Admiralty states that the fourth armoured cruiser of the 1905-6 programme was not proceeded with, as a careful scrutiny of the progress of ship-building in other countries and the existing strength of foreign navies proved it to be unnecessary to proceed with this vessel when the time arrived, late in the year, for giving the orders for the new ships to be laid down.

The Peking Government has issued instructions to the Viceroy of Szechuan to send two brigades of origin-modelled troops to garrison Linhsia and other important points in Tibet. These two brigades form a part of the new Army that was ordered to be raised in Szechuan province by the Council of Army Reorganisation, in accordance with the grand scheme of that Council in 1903 that each province should have from two to four Army Corps raised and organised after Japanese models.

We have received from Mr. Sorabjee Din-jeebhai Setna, the Hongkong manager for Phirozsha H. Petit & Co., a prospectus of the Petit India Commercial Intelligence Bureau, an organisation which hopes to extend Indian trade with all countries. It is affiliated with the Commercial Intelligence Bureau of London, and claims to be in a position to answer almost any practical business question relating to places, persons, firms, laws, prices, conditions, etc. It does not itself trade, and under no pretext receives commission for business introduced.

The Nanjingpao states that in consequence of complaints having been received from the various Foreign Ministers at Peking that the Whangpoo Conservancy operations are not being conducted in accordance with treaty and being unduly delayed, the Waiwup has wired to Viceroy Chou Fu to investigate the matter. Viceroy Chou Fu is stated to have wired back to the Waiwup that the agreement with the engineer for the conservancy works having now been settled actual operations will commence forthwith, and there will be no delay.

A memorial to the Throne from H. E. Ting Chou-to, Viceroy of Yunnan and Kweichow provinces, to be permitted to establish a mint in the city of Yunnan for the coining of silver dollars and subsidiary money, to take the place of foreign money now being widely circulated in his Viceroyalty on account of the scarcity of Chinese money itself, has been refused by Imperial Rescript, on the joint recommendation of the Board of Revenue and Financial Council. The Viceroy, however, given the option of applying to the Mining Bureau of the Nanyang Administration (Nanking and Canton) to coin for him as many dollars and as much subsidiary money as he wishes.

Mr. Silverstone, local agent of the Steamship Companies running steamers between San Francisco and Hongkong, announces in our advertisement columns that passengers from the Orient desiring to pass through San Francisco on route to eastern ports in the United States or to Europe, can, without inconvenience, pass through San Francisco, and that accommodations will be provided on the steamers of the Pacific Mail, O. & O. and Tokyo Kisen companies until the departure of trains. The companies' terminals and railroad connections have suffered no injury whatever from either earthquake or fire, and they are prepared to handle all business, freight and passenger, exactly the same as heretofore.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

### FIGHTING IN NATAL.

LONDON, May 7th.  
Major Mansel's force has been attacked, and in the fight sixty Zulus were killed.

### TURKEY IN EGYPT.

LONDON, May 7th.  
The British troops and the Navy are concentrating for possible work on the Egyptian frontier.

### CLYDE LABOUR TROUBLE.

LONDON, May 7th.  
Sixty thousand Clyde shipbuilders have been threatened with a lockout.

### RUSSIAN POLITICS.

LONDON, May 7th.  
Count de Witte, President of the Council of Ministers, has retired. His colleagues, M. Durnovo, Minister of the Interior, and Count Lamsdorff, Foreign Minister, have accompanied him. M. Gorenkyin has succeeded to the premiership.

### SHANGHAI RACES.

LONDON, May 7th.  
The races opened to-day in delightful weather, and there was a record attendance. Results are—

#### THE SUBSCRIPTION GRIFFIN PLATE.

Three-quarter mile.  
Fourmerland (Mr. Johnstone) ... 1  
Dis done (Mr. Hayes) ... 2  
Bedouin Chief (Mr. Moller) ... 3

TIME—1 min. 35 secs.

#### THE CRITERION STAKES. One mile.

Celtic (Mr. Cumming) ... 1  
Brownberry (Mr. Burkill) ... 2  
Sunbink (Mr. P. Crighton) ... 3

TIME—2 mins. 6 1/2 secs.

#### THE GRIFFIN'S PLATE. Three-quarter mile.

Radium (Mr. Burkill) ... 1  
Willie Work (Mr. Schnorr) ... 2  
Tiptat (Mr. Zahu) ... 3

TIME—1 min. 32 1/2 secs.

#### CATHAI CUP. One mile and a half.

Argate (Mr. Meyrick) ... 1  
Cotswold (Mr. Johnstone) ... 2  
Cedric (Mr. Cumming) ... 3

TIME—3 min. 20 secs.

#### JOCKEY CUP. Once round.

Blockade (Mr. Moller) ... 1  
Soyeda (Mr. Vida) ... 2  
Turbine (Mr. Skinner) ... 3

TIME—2 min. 6 1/2 secs.

#### HART LEGACY CUP. Half a mile.

Hokuta (Mr. Cumming) ... 1  
Narses (Mr. Vida) ... 2  
Gadfly (Mr. Burkill) ... 3

TIME—50 1/2 secs.

#### SHANGHAI GOLD CHALLENGE CUP.

One mile and a quarter.

Brookton (Mr. Hayes) ... 1  
Coxcomb (Mr. Burkill) ... 2  
Ornament (Mr. Meyrick) ... 3

TIME—2 min. 39 secs.

#### KIANOSU CUP. One mile and three-quarters.

Comanche (Mr. Moller) ... 1  
Sphere (Mr. Cumming) ... 2  
Czardas (Mr. Cox) ... 3

TIME—3 min. 49 1/2 secs.

#### CHIHUI CUP. One mile.

Alpha (Mr. Dalgliesh) ... 1  
Disdone (Mr. Hayes) ... 2  
Haakon Seventh (Mr. Burkill) ... 3

TIME—2 min. 8 1/2 secs.

#### GRAND STAND STAKES. One mile.

Egad (Mr. Burkill) ... 1  
Vulcan (Mr. Vida) ... 2  
Fourmerland (Mr. Johnstone) ... 3

TIME—1 min. 48 1/2 secs.

Beverly wins the Gold Cup outright.

### THE PRISON OUTBREAK AT SHANGHAI.

SHANGHAI, May 6th.

Two more of the prisoners who were wounded while attempting an organised escape from the Municipal Jail have since died.

[REUTERS' SERVICE.]

### THE ONE THOUSAND GUINEAS.

LONDON, May 5th.

1.—Flair.  
2.—Lischaun.  
3.—Paid up.

### THE TURCO-EGYPTIAN BOUNDARY DISPUTE.

LONDON, May 5th.

Great Britain has presented a Note to Turkey, which is virtually an ultimatum, demanding the withdrawal of Turkish troops from Egyptian territory. Telegrams from Cairo confirm the removal of the boundary pillars at Elarisk, and state that a Turkish detachment occupies Egyptian territory; their attitude is menacing.

The ultimatum to Turkey expires in ten days.

Admirals Boreford, Lambton and Bridgeman have arrived simultaneously at Malta. Four cruisers and a flotilla of destroyers are proceeding from Malta to the Pireaus.

### THE DUTY ON TEA.

LONDON, May 5th.

The Chancellor of the Exchequer has given instructions to the collector of Customs, which will rectify losses through the change of date of the duty on tea.

### THE UNITED STATES.

LONDON, May 5th.

President Roosevelt in a Message to Congress says that investigation has shown the Standard Oil Co. benefited enormously by the secret unlawful methods of the Sugar Trust, and that other great corporations are guilty of the same practices; prosecutions are being considered, but he urges Congress to strengthen the powers of interstate commerce by a commission.

### MISCHIEF-MAKING.

Peking, May 1st.

It is reported that an agreement is likely to be made between Great Britain and Russia on the basis that Russia will not interfere with British movements in Tibet, and Great Britain will not interfere with Russia's movements in Mongolia, and the New Dominion.

### THE NANCHANG MASSACRE.

Peking, May 1st.

The Nanchang affair has been settled on the conditions—  
(i) China recognises that Magistrate Chang committed suicide.  
(ii) Tsao 400,000 is to be paid as indemnity.  
(iii) The guilty gentry are to be punished.  
[This refers to the negotiation with the French Minister only.—Ed.]

### THE TOKYO CELEBRATIONS.

Tokyo, May 1st.

There was an Imperial banquet a *fresco* to-day: over 600 persons sat down.  
Their Majesties will be present to-morrow at the Rejoice Mass for those who fell in the war. The men-of-war are assembled near Shingawa to-day.

### FOREIGN TRADERS IN PEKING.

Peking, May 3rd.

The Chinese Government has decided strictly to enforce the Treaty with Foreign Powers and has communicated to the Ministers that foreigners will not be permitted to establish shops or warehouses in Peking city, other than those already established. There is some apprehension among foreigners in consequence.

### RELIEF FOR SAN FRANCISCO.

Tokyo, May 3rd.

The San Francisco Relief Committee has voted to accept foreign aid.

### COOLIES FOR SOUTH AFRICA.

Yesterday the coolie transport ship *Cranley* arrived here from Chingwangtao on her way to South Africa with 2,111 coolies on board. This is invested with more than ordinary interest in view of present happenings in the Transvaal.

### ALLEGED MURDER AT WANCHAI.

What the police believe to have been a case of murder was reported to Inspector Goulay at No. 2 Police Station, East Point, on Saturday morning. Inspector Fischer, of the Sanitary Department, was called at No. 90, Nallah Lane to remove what was supposed to be a plague body.

The Inspector, seeing blood on the man's face, and on the floor, reported the matter to No. 2 Police Station. Inspector Goulay accompanied him to the house, where he found that the dead man had been severely handled. He had three large wounds about four inches long on the side of his face, three at the back of the neck and others on different parts of the body, from the appearance of which the police concluded that they had been caused by a hatchet; one of these weapons, having a blade of from four to five inches, was found alongside the deceased's body in the empty house. It appears that the deceased, Wong Cheung, was a pongee silk cloth hawker, who lived at No. 40, Peel Street, and travelled daily to Wanchai, where he carried on his business.

On the morning of April 3rd he left his home about 10 a.m. with 30 rolls of cloth, a small box containing his licence and \$10 in small money, and was last seen near the theatre at Causeway Bay at about one p.m. Then it is surmised that three carpenters, who were working on a floor of the house in Nallah Lane, called him in under the pretence of buying some cloth. While he was undressing his hands one of these men is supposed to have struck him a blow on the back of the neck with a hatchet, while the others made a great noise with hammers and with the object of drowning the deceased's cries for help. It is said that the neighbours complained about the noise caused by the carpenters. The motive of the alleged murder is supposed to have been robbery, as the hawker's goods and money had been removed, and the small box containing his licence broken open. The body was discovered by a servant girl in the employ of the landlady of the house. No arrests have been made, but the police are prosecuting inquiries.

### POLICE COURT.

Monday, May 7th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

MANSLAUGHTER, was charged with the manslaughter of Kwan Cheung at 33 Queen's Road Central on the 25th ultimo.

Sergeant Fenton informed his Worship that seven carpenters, who were engaged pulling down Messrs. Lane, Crawford and Co.'s old premises for reconstruction, were living on the top floor of the house. The defendant, Chan King, had also been in the habit of sleeping there, but the master of the shop had given orders that he was not to do so in future as he was not employed on the work. On the night of the 26th April the defendant returned as usual to the carpenters' mess, when deceased told him of the master's order. Defendant refused to leave, and when deceased told him he could not stay they quarrelled. When the remainder of the men in the room separated the defendant picked up a piece of hardwood, with which he struck deceased on the top of the head, and then ran away. The matter was not reported to the police at the time, but on the following day Kwan Cheung went to the police station and took out a summons against the defendant for assault. He had a cut on the left side of the head about two inches long, and a fractured skull. He died on the 29th April, and his body was removed to the mortuary for examination.

After hearing further evidence his Worship committed the defendant for trial at the Criminal Sessions.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

ALLEGED MURDER.

Fung Kai-sing and Chung Shui, coal coolies employed on junk 941, were arraigned on the charge of murdering another coolie, Mak Kwai, on board the said junk in Yaumati Bay on the afternoon of the 4th instant.

Mr. P. P. J. Woodhouse, assistant superintendent of police, prosecuted, the prisoners being undefended.

Mr. Macfarlane, medical officer in charge of the Kowloon Mortuary, gave evidence as to holding a post-mortem examination on the body of deceased. In his opinion, death was due to an enlargement following the rupture of a longed spleen. A kick, a blow, or a fall might have caused such rupture.

Mak Sang, a brother of deceased, said he was cook on junk No. 941. On the afternoon of the 4th instant deceased was adjusting the gangway. The first defendant had placed an old coal basket on the fo'c'sle. It was in his brother's way, and deceased picked it up with the object of putting it down somewhere else; it blew overboard, and the first defendant, who was in the coal bunk at the time, accused deceased of throwing it over. The defendant went up to deceased, and was followed by the second prisoner. In the presence of this second man the first defendant struck his brother. The second defendant joined in the attack, and they both struck deceased on the body, eventually knocking him down. Two of the crew then separated the combatants, the defendants resumed their work and deceased went to his cabin, where he died about half-an-hour afterwards.

After the evidence of further witnesses had been taken the case was adjourned.

### ANOTHER BENNETTZ CASE.

Mr. H. Bennett, the merchant with whose struggles to keep Chingsha "open" in face of native opposition so much sympathy was expressed, has not been left long in peaceable enjoyment of the Tk. 25,000 which the Chinese paid him as compensation.

It appears that there was some sort of partnership with an American named Joseph John Gilmore, who first went to Chingsha to "look-see", but subsequently left Mr. Bennett alone to hold the fort. Mr. Gilmore is now suing him for a share of the Tk. 25,000, which Mr. Bennett claims was personal compensation, and had nothing to do with the partnership. Other sums and arguments are involved, but that is the issue broadly of a suit that is still proceeding at the Shanghai Supreme Court when the last mail left. We note that Mr. Bennett is a British subject born in India, his name being dus to a German father.

### THE ULTIMATUM TO TURKEY.

Why should Great Britain threaten Turkey with war? What has Turkey done? It is a case of trespass, of removing landmarks.

A Turkish garrison has established itself in the Sinai peninsula, to the west of the Egyptian frontier near Akaba. There can be no question that this enterprise on the part of the Sublime Porte is a trespass, for the Egyptian boundary was clearly settled in 1892, not as the Turks pretend, by the Firman of Investiture delivered to the Khedive in that year, but by the correspondence between Lord Cromer and 'Ulysses Pasha, to which the Firman gave rise, and which was subsequently appended to the documents recording the investiture of the Khedive. In that correspondence Great Britain contested the right of the Sultan to make any changes in the Egyptian frontier without her consent, and declined to recognise any of the new claims put forward by the Porte except that which related to the port of Akaba. This, it was agreed, should remain Turkish, but anything west of a line drawn from the head of the Gulf of Akaba to El Arish on the Mediterranean was to continue Egyptian, as before. Now, in these circumstances, the Turks can justify their occupation of Tabah, which is several miles westward of Akaba, is not easy to see. If it is true that the occupation has something to do with a projected development of the Hejaz Railway, that is only an additional reason for vigilance and firmness on the part of the British Foreign Office. Railway development on the eastern coast of the Red Sea is a form of political activity which must be watched very closely, so say the politicians.

## SUPREME COURT.

Monday, May 7th.

## IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS POTTER).

S.S. "BRAND" v. "KOTOKIRA MARU."

Formal judgment was delivered in the action in which the Court was asked to decide who was to blame for the collision between these vessels off Pedro Blanco. Mr. M. W. Slade, instructed by Mr. E. J. Grist, represented the "Brand," and Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the "Kotokira Maru."

His Lordship said—This was a case of a collision between the Norwegian s.s. "Brand" and the Japanese s.s. "Daini Kotokira Maru" in the China Sea a little to the east of Pedro Blanco in a dense fog. The Japanese ship admitted blame, but contended that the Norwegian ship was also to blame. There was in the case one issue of fact on which the evidence on the two sides was conflicting, or at least not reconcilable. The "Kotokira Maru" was blowing her whistle apparently with regularity, but whether the "Brand" was blowing her whistle in accordance with the regulations was contested. Owing to the view which I take of the law, in which the Assessor concurs, the Court is not called upon to express an opinion on this question. I take the following facts as given by the witnesses for the "Brand": The second mate was most precise. He said he heard the whistle of another vessel which afterwards was ascertained to be the "Kotokira Maru" on the port quarter at 4 a.m.; that he heard it again about every other minute, sometimes more, sometimes less than two minutes, on the port quarter; that by 5 a.m. she was one point before the "Brand's" beam. He then heard it regularly overtaking them: about 5.10 she was three points before the beam; and the last time he heard it she was four points before the beam. This was, he said, about three or four minutes before the collision. Between 5.10 and the collision he could not remember hearing more than one whistle: a few minutes after hearing the last whistle he saw her two and a half points on the port bow. The inference which he drew from this series of whistles was that the vessel was getting further and further ahead on the port side, especially the last ten minutes: he thought that she was going safely on as there was nothing to direct attention to her. The last whistle was a bit louder: he thought he observed it because of this. The position of the vessel given by the mate up to what he calls the last whistle coincides with the master's evidence: he said that he heard a whistle after he stopped for sounding three points forward of the beam: that he then ordered the engines to go slow ahead to let the steamship get more ahead and altered his course one point to the south to clear Pedro Blanco. It seems that he had calculated the speed of the other vessel accurately at eight and a half knots: his own speed was six knots. About three minutes before the collision he heard the whistle four points on the port bow: he then put a little closer, a little louder: he then put the engines at half speed ahead concluding that she was going further ahead. There was a little wind from the south and he thought it was the wind which had brought the sound, that is, made it sound louder. Later on he said the last louder whistle was a little louder than the others: of the same loudness as when the vessel was passing the "Brand". In cross-examination he said that when she was coming up there was a risk of her running into the "Brand", but that the risk ended when she got past the beam: and that he thought she was going right away from him until she was right on him. There was some question as to whether the order "Half speed ahead" was in fact obeyed. It is unnecessary in the view the Court takes of the case to consider any other fact: the "Kotokira Maru" admits that she was to blame: that she violated Article 16 of the Regulations by going eight and a half knots in the fog, which was certainly not a moderate speed as required by the article. The question for the Court was whether the "Brand" was not on the showing of her own officers also to blame. The first point to be decided is how, in the circumstances detailed, the second paragraph of Article 16 is to be applied. Putting the whistles on her quarter on one side the "Brand" heard the fog signal of a vessel forward of the beam. This was the position of all the whistles after the "Kotokira Maru" had passed her beam down to and including the last. Until the position of that vessel had been ascertained it was the duty of the "Brand" to stop her engines; and then, i.e., after stopping her engines, to "navigate with caution until danger of collision is over." Was the position of the "Kotokira Maru" ascertained? The learned counsel for the "Brand" contended that it was, because the whole series of whistles beginning with those on the port quarter showed that the "Kotokira Maru" was on a parallel course, and that as they were heard one, two, three and four points on the "Brand's" bow he had ascertained her position, which was, so the master concluded, right ahead continuing the parallel course on to Hongkong. This ignores the fact that the last was a louder whistle. I think as a matter of construction that Article 16 requires that the position of the other vessel should be ascertained at each whistle, and though it is possible that that position may be correctly ascertained to be on a parallel course continued out of hearing by observing a series of regularly increasing and diminishing whistles, directly the sequence of sounds which would result from such a parallel course is interrupted it is the duty of the vessel hearing them to comply with

the requirements of the Article again, as if the now sound were a first whistle, i.e., she must stop her engines until the position from which it comes is ascertained, and then navigate with caution until the danger of collision which had again arisen is again over. From the point of view of seamanship the Assessor agrees with this interpretation of Article 16: and indeed it would lose its meaning if it were not so. I then put these questions definitely to the Assessor: (1) Was the master of the "Brand" justified in concluding that the extra loudness of the last whistle was due to the wind or from any other cause so as to justify him in not complying with the article? His answer is no. It is indeed impossible to imagine any other answer possible, for it cannot be conceived that a master of a ship should make an error of judgment in such an important matter and not take the consequences if a collision ensues, there being no train of circumstances to excuse him. The case of the "Dordogne" would not warrant such a proposition, but practically the opposite. (2) Was it the duty of the Brand on hearing this louder whistle to stop her engines? The Assessor's answer is yes. (3) Ought the master to have assumed from the fact of this louder whistle being heard that there was danger of collision? His answer is yes. (4) Was the order "Half speed ahead" consistent with cautious navigation in the circumstances? The answer is no. (5) Did the "Brand's" engines in fact go at half speed ahead, or did she continue at her speed of four knots? The evidence is not very satisfactory on this point, but the Assessor is of opinion that the speed was in fact increased, though to what extent the evidence does not enable him to say. The Assessor is of opinion further that in the circumstances the order "half speed ahead" was wrong owing to the density of the fog, irrespective of the last and louder whistle. The defence of the "Brand" is that she was an overtaken vessel: that the "Kotokira Maru" was the overtaking vessel, and that as she was passed and clear, on the master's assumption, the "Brand" was free to alter her course and speed. Assuming Articles 21 and 24 of the regulations to apply the error of judgment with regard to the last and louder whistle would of itself show that the defence was bad. But, and as to this it is hardly necessary to refer to authorities, the directions of Article 16 are to be complied with in a fog; and they cannot be read together with Articles 21 and 24, for these articles imply that the vessels are moving in their ordinary course and are in sight of one another, whereas Article 16 specifically enjoins stopping and navigating with caution. It was said that the "Kotokira Maru" was in the wrong in suddenly altering her course to the north through an angle of 90 degrees. She was wrong as to her speed, but why was she wrong in this? The reason given by her master was sufficient: He wanted to anchor in Hong Hai Bay during the dense fog. The navigation of the sea is free; there is nothing to prevent a ship taking this course if she so desires, even though she crosses a regular track of steamers, so long as she complies with the regulations. In ordinary weather day or night she must obey the rule of the road. In a fog she must comply with the fog rules. There are no other precautions imposed save good seamanship. Putting all questions on one side as to whether the "Brand" was whistling, the "Kotokira Maru" did whistle and the attraction in the sound of her whistle should have been sufficient warning to any ship coming down the regular track. After the circumstances very slightly and this becomes quite clear. Supposing the "Kotokira Maru" had suddenly discovered Pedro Blanco ahead of her she might have altered her course, as she in fact did, and what other signal could she have given than that of whistling, as she in fact did? The "Kotokira Maru" has admitted herself to blame on account of her excessive speed. The Court, for the reasons above given, is of opinion that the "Brand" is also to blame. Judgment will therefore be entered in the terms of the "Kotokira Maru's" counter claim. The Assessor desires me to add on his behalf that the engineer of the "Brand" was greatly in fault for not reporting to the bridge his inability to carry out the order "half speed ahead" as soon after he received it as possible. He also wishes to point out the immense importance of all ships being supplied with speed tables corresponding to revolutions. In these remarks I concur.

His Lordship—I think judgment in terms of the counter claim express the result of the judgment, the damages to be assessed by the Registrar. I don't think any special order is made.

Mr. Sharp—I think so. I think we are entitled to the judgment which your Lordship has given now. We admitted that the "Kotokira Maru" was partly to blame, and the plaintiff has continued the action for trial for the purpose of proving that the "Kotokira Maru" was solely to blame. The plaintiff is now liable for costs from the time of the date of our admission which is contained in our first pleadings in answer.

The point having been argued by counsel, His Lordship entered that each party were to bear their own costs up to the date of the admission, after that the costs to be "Kotokira Maru's."

Mr. Slade then applied for a stay of execution.

His Lordship gave liberty to apply in chambers.

The famous Chicago firm of "Universal Providers," Messrs. Montgomery, Ward & Co., whose advertisement appears on our 5th page to-day, has forwarded to us a consignment of copies of their latest catalogue, which is a book of 1,152 pages profusely illustrated with designs of almost every conceivable class of goods. Copies of the catalogue may be obtained at the Daily Press Office, at 50 cents each, or they will be forwarded by post to any part of China for the same inclusive charge.

## FOREIGN TRADE OF NEWCHANG IN 1905.

The value of Foreign goods imported from abroad was HK. Tls. 3,950,000, nearly double the value of direct import trade in any year before. The value of Cotton Goods was HK. Tls. 1,700,000 larger than in 1904, made up mainly as follows: American Piece Goods, HK. Tls. 24,000; Japanese Piece Goods, Handkerchiefs, and Towels, HK. Tls. 80,000; Cotton Blankets, HK. Tls. 70,000; Indian Cotton Yarn, HK. Tls. 695,000; Japanese Cotton Yarn, HK. Tls. 645,000; Floor, HK. Tls. 570,000; Kersey, HK. Tls. 225,000. Of the same sort, however, increase of at least HK. Tls. 100,000, Cigarettes, Matches, Medicines, Paper, Sugars, and Timber may be noted.

The value of the Exports to Foreign countries was HK. Tls. 6,700,000. The great difference between that and the less than HK. Tls. 1,000,000 of the year before is due solely to the removal of the restrictions on shipments abroad imposed while the war lasted. The direct export of Beans went up to 370,000 piculs, as against 330,000 piculs the year before; of Beans to 1,500,000 piculs, as against 300,000 piculs; double the quantity of Bean Oil and four times as much Raw Silk were exported. These four articles made up 97 per cent. of the direct Exports. Even so, the total fell considerably short of that of ordinary years, simply because inland products could not get to the port for shipment.

Re-exports to Foreign countries were insignificant, amounting to less than HK. Tls. 25,000 in value.

The variations in the Foreign population of the port are of interest. In 1895 the number of Foreigners was 222, of whom the Japanese were 11, with no Russians; in 1900 the number was 1,954, of whom 35 were Japanese and 1,760 Russians; in 1905 the number was 7,699, of whom 7,448 were Japanese and 1 was Russian.

## BRITISH IN SOUTH AFRICA.

## RECAPITULATION OF HISTORY.

To show how history repeats itself, a correspondent of the Times writes a letter containing some interesting facts in connection with the British occupation of South Africa. He says—

"2,500 years ago it was stated by the Greeks in their History that he had endeavored to 'give a view of the events as they really happened, and as they are very likely, in accordance with human nature, to repeat themselves at some future time—if not exactly the same, yet very similar.'"

"I am reminded of this by the small extract that you have given in the Times of to-day from your issue of February 28, 1895. It refers to the Cape of Good Hope. Permit me to quote it—

"We have the satisfaction of announcing that this important settlement has once more fallen into our possession. Captain Dorman, of His Majesty's ship 'Diadem,' and Lieut. Col. Baird arrived yesterday with dispatches from Sir Home Popham and Sir David Baird, the officers to whom the conduct of the expedition against the Cape of Good Hope was entrusted."

"I now turn to the first part of the nobleman's Magazine for the year 1895, in which the proceedings of the House of Commons are given. The Proceedings of the Present Session of Parliament—

"April 15th—Lord Gifford asked whether it was the intention of Ministers to procure a vote of thanks to Sir D. Baird and Sir H. Popham for their services at the Cape. To which Mr. Windham answered that Ministers did not think the capture of the Cape an exploit so striking as to call for a distinguished award as the thanks of Parliament."

"On the 100th anniversary of the publication of your issue of February 28th, 1895, or yesterday, you gave a report of the proceedings in the House of Lords on the 27th ult., in which the following remark of the Lord Chancellor appears—'I must say—I think I should be waiting in self-respect if I did not say—that in my opinion, in this long series of blunders (in South Africa) there is a greater blunder than the policy of the noble viscount (Lord Milner) which led to the war.' And last night, in the House of Commons, according to the report which you have published to-day, the Under-Secretary of State for the Colonies observed that Lord Milner was 'a statesman of fine professions,' that he 'made no charges against his humanity, that he was not anxious to be forward in attacking him,' but 'he should not put himself to any undue or excessive exertion to defend him from any attacks that might be made upon him.' He then proceeded to indulge in what Mr. Windham subsequently characterized as 'an unjust and unfounded attack upon Lord Milner illuminated with many copy-book maxims.'"

"There is no need to point the moral of the resemblance between Ministers in 1895 and Ministers in 1906."

## MR. JOHN BURNS AND FARM COLONIES.

In reply to a question with regard to the proposal of the Lambeth Guardians to establish a farm colony for the reception of the unemployed, Mr. Burns stated that the land was fifty miles away from Lambeth, and was 567 acres in extent and would have cost £12,000. In addition large expenditure would have been necessary on administrative and other buildings, and the Guardians would have had no power to retain on the farm men who had been accustomed to town life, and would probably very soon get tired of farm work. Under these circumstances he did not think that there was sufficient likelihood of success to justify such a large expenditure, and he could not possibly sanction the scheme.

This answer will possibly help to dispose of a popular delusion. The fascinating cry, "Back to the land," has carried away many otherwise level-headed people as to induce them to imagine that it is possible to convert the wastrels of town life into excellent citizens by sending them to work for a few weeks in the country. If social problems could be solved as easily as this we should soon have no problems left to solve. If the men who now fill our casual wards and workhouses really wanted farm work they would have little difficulty in finding it; for there are few farmers who would not often be glad of extra labour. The whole trouble is that men of this type do not want regular work of any kind whatever. They prefer an idle, wandering life, even though it entails conditions which are as disagreeable as they can be made to work at, as most people would regard as seriously disagreeable. If they are to be made to work at all, they must be placed under some form of compulsory discipline, as recommended by the Royal Commission on Vagrancy. When the powers necessary for this purpose have been granted by Parliament, then there will be a possibility of establishing rural colonies with real advantage to the nation. Till that time, however, money spent on buying farms in the hope that the wastrels will go there is money thrown away.

## THE RISE OF CHINWANGTAO.

Mr. Thomas Ferguson, Acting Commissioner of Customs at Tientsin, reports of Chinwangtao. Our winter jerry has been an interesting place to watch during the course of the past year and its season 1905-1906, which, for the sake of completeness, will be reviewed as a whole up to date of writing this Report. Many conflicting "bursts" and subsequent retractions from motives of immediate business expediency have had their periodically varying effects upon the outlook of the port, have nullified some expectations, raised others in unexpected quarters, and, generally, rendered every attempt at prognostication useless and risky. The flame which was to have at Chinwangtao going as a "house on fire"—"migration"—has dwindled down into a mere flicker of doubtful vitality; on the other hand, the port has most decidedly progressed, so that the Chinwangtao of to-day is quite a different place—though not so much altered in appearance as from what it was two years ago. It is worth tracing the real causes of this development, it is likely that the first impetus will be found in the Chinese Engineering and Mining Company's decision to extend the use of its wharves to shipping other than its own, and a prompt move on the part of the Customs administration (started by Mr. Commissioner Detting) to arrange all that was necessary, viz.: the Central Government and the many Chinese officials concerned, for the introduction of a fiscal system which could be made to fit and accommodate on favourable lines any kind of trade which might spring up in consequence. Various new branches of trade did gradually spring up, and the new fiscal system duly found its field of application, as shown by the Revenue tables, where a collection of HK. Tls. 290,000 is recorded for 1905, as against HK. Tls. 46,000 in 1902. The shipping has not altered so much in quantity as in quality, i.e., a change from more colliers and mail carriers, with a few desperate travellers, to regular cargo liners, with a steady stream of luxuriously accommodated passenger traffic. The past season has, however, revealed one thing, viz., that Chinwangtao is not always an ice-free port. Owing to an unusually severe winter and the absence of strong northerly winds, which are to a great extent relied upon to clear the coast of drift ice, much trouble has been experienced by a camera in making the wharves as much as two days having sometimes been spent in tanning the packs and forcing a passage, till this has always been possible, and if it can be done by an ordinary coasting steamer, it seems that a small ice-breaker or good-sized tug fitted up with special protections for crumpling the ice under the forefoot can always make sure of keeping a passage open throughout the worst season likely to occur. The trade of Chinwangtao presents four distinct and characteristic features: (a) the trade of the port; (b) a winter jerry for Tientsin, originally for mails and gradually for cargo in steadily increasing quantities; (c) a distributor of imports on its own account in its own neighbourhood; and (d) a port of transshipment from steamer to railway and vice versa of extra-mural trade, i.e., trade passing by Shanhai-kwan to and from any place in the direction of Newchwang and beyond. The first characteristic is rapidly losing its importance, the second is rapidly losing its output of the Kaiping colliers does not show any tendency to increase. As a winter jerry for Tientsin, Chinwangtao is steadily gaining in popularity and importance, and the greater part of the statistics of the port is still due to this function, though no longer exclusively, as used to be the case a few years ago. In the third function, Chinwangtao is doing very well, and a local trade, concerning principally the large towns in the neighbourhood (Yang-ping-fu, Lou-chow, Feng-tai, etc.), there are to be three or four sprang up lately, which continues throughout the year. The fourth is again a winter function, viz., the mediation of trade of Liaotung and Manchuria during the close season at Newchwang, which is clearly a matter of the greatest importance for all concerned. This branch of the trade was what principally necessitated the special Customs arrangements referred to above, which, after two seasons of trial, have been found to be satisfactory in working and capable of fostering the trade, especially towards the close of the 1905-06 season, when it assumed considerable proportions, large quantities of Nankens, Silk Piece Goods, Cigarettes, and other goods having passed through with north-eastern destinations. It now remains for those who control the wharves and railways to consider to do their part in encouraging these very important developments. It may be finally remarked that the China Navigation Company has in an enterprising manner decided to be on the field for any development at hand, and has at the time of writing this already secured a fair portion of import freight at Chinwangtao.

## THE FUTURE OF EXETER HALL.

A scheme is on foot to build as a memorial to the late Sir John Williams, the founder of the Exeter Men's Christian Association, a hall of considerable proportions, which shall supplant Exeter Hall as the headquarters of the association. Although as yet nothing has been definitely settled, it is proposed to ask for £100,000 for the purpose of erecting a new building. The site will be in the neighbourhood of the Strand, possibly in Aldwych or Kingsway. The financial secretary of the Central Y.M.C.A. has pointed out that although Exeter Hall belongs to their headquarters, while the Memorial Committee are arranging the plans for the establishment of the new building the question of the disposal of Exeter Hall will require very careful consideration by the association. It is possible that it will be sold, provided a buyer can be found, or a syndicate may be formed in the association to take over and "run" the hall as a commercial undertaking.

Exeter Hall, which has been considerably improved since it was built in 1830, became the property of the Young Men's Christian Association in 1880, the cost to that body, including alterations, being £50,000.

## A SHIP SEIZED BY PILGRIMS.

The steamer *Serviston*, London and Hamburg to Teheran, while in the Persian Gulf, was the number of pilgrims from Bushire on board, ran on Burch bar, where she remained fast for four days. The supply of food and water for the coolies and pilgrims proved unequal to this extra demand, and in consequence the Persians became mutinous. The officers and crew were forced to seek shelter from the infuriated pilgrims, who took charge of the vessel and held it until H.M.S. *Sphinx* came to the relief of the *Serviston*. The *Sphinx's* men armed and manned the steamer until she was towed from her unpleasant position.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23 1/2 in.) \$38.00  
" 4 CARTRIDGE " (25 1/2 in.) \$40.00

## LONG. HING &amp; CO.

No. 17, QUEEN'S ROAD.

BEIERSCH-BIERBROUWERIJ  
"DE AMSTEL"

ABSOLUTELY  
FREE  
FROM  
SEDIMENT.

PASTEURIZED  
EXPORT  
PILSENER  
BEER.

Per Case 4 Doz. Quarts ... \$16.50  
" 6 " Pints ... 4.15  
" 1 " " ... 2.75

SOLE AGENTS:

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL

TELEPHONE No. 135.

## LEGION OF FRONTIERSMEN.

## A NEW BODY OF EMPIRE GUARDS.

Mr. Haldane, Secretary for War, has expressed his sympathy with the aims of the "Legion of Frontiersmen," and has even said he might be glad to utilize it should occasion arise, though he recognises it as a purely private organisation.

The Legion is an organisation which has established temporary offices at 6, Adam Street, Strand, and the object of the Legion is to form a civilian self-governing and self-supporting body of British Frontiersmen throughout the Empire associated for the promotion of Imperial interests in times of peace, and whose services shall be available if called upon for Imperial defence in time of war.

One has a right to ask what is a "Frontiersman" according to the lights of the Legion. The definition, romantic though in these days, is to be found in the form of application for membership, which, as embodied in the recently compiled circular of the Legion, was further approved by Mr. Haldane's telegram received at the offices from him a few days since. A Frontiersman is, then, one who has fought in wars, or worked in wild countries, or at sea as sailor, soldier, explorer, prospector, miner, naturalist, civil or mining engineer, official, in mounted police, trader, packer, stage driver, mail rider, freighter, voyageur, cowboy, stock man, rancher, horse-breaker, planter, scout, hunter, ranger, trapper, forester, lumberman, peacemaker, seafarer, special or war correspondent.

The business of the Legion is to be under the supervision of the general council and the executive council. The executive members Lord Baser, the Earl of Malm, Major Lord C. F. Bradenell Bruce, General Sir Reginald Hart, Sir Henry Seton-Karr and many other well-known Imperialists. There are to be three classes of members—those pledged to military service in time of war, if and when called upon; those prepared to act as guides or local assistants and advisers; and honorary members in sympathy with the aims and objects of the Legion. There are to be local councils and commands throughout the Empire. There will be various advantages consequent upon membership, and a scheme of organised sports and exhibitions of service in time of war, shooting, packing, and other warlike exercises, which will tend to keep the members together.

Mr. Pocock, the promoter, explained that there are already 4,000 applications for enrolment. The Legion expects to be 10,000 strong in six months' time.

The secretary is Captain C. C. Kernick, an old coasting station expert, and officer of the Bombay Volunteer Artillery.

## "THE FAIRY-TALES OF SCIENCE."

An ingenious Viennese has, says the Vienna correspondent of a contemporary, invented an extraordinary contrivance, now on view at the Automobile Show in the Austrian capital. This apparatus, called the Kartograph, enables the motorist to know exactly where he is and whether he is going, either by day or night. It consists of a map of the route to be taken, printed on a band of paper, which, with full particulars as to points of interest on the road, unravels itself automatically by connection with the wheels of the car. The kartograph even has indentations in the paper at points where there are sharp corners or any other reasons for special caution, which indentations catch a lever which rings an electric bell to warn the motorist. Likewise the invention records speed with perfect accuracy. Really the poor pedestrian may well feel envious of the boons which science lavishes upon those who can afford to motor. "To him that hath shall be given." But when will science do as much for Shank's mare? (or bipped) of the pail which lies before him by ringing an electric bell when a road-hog is charging down upon him at forty miles an hour. When will benevolent sciences give a thought to those who cannot ride on the wings of the stormy petrel?—Daily Graphic.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Salatze*, with the next French mail, left Singapore on the 7th inst. at 4 p.m. for this port via Saigon.

The C.P.R. str. *Athenian* arrived at Vancouver 2.30 a.m. on Sunday, the 6th inst.

The C.P.R. str. *Monteagle* arrived at Shanghai at 10.30 a.m. on Saturday, the 5th inst., and left again at 7 p.m. same day for Nagasaki, where she was due to arrive at 7 a.m. on Monday, the 7th inst.

The P.M. str. *Mongolia* sailed from San Francisco on the 2nd inst., and the China sailed on the 3th inst.

The str. *Yipon* and *Glaucon* left Singapore on the 5th inst. a.m., and should arrive here on the 9th inst., p.m.

The str. *Tydeus* left Singapore on the 5th inst. p.m., and should arrive here on the 10th inst.

The N.Y.K. str. *Awa Maru* (European Line) left Kobe via Moji and Shanghai for this port on 5th inst., and is due here on the 14th inst.

## FACE COVERED WITH HUMOUR

Scalp One Mass of Sores, Hair and Eye-Brows Fell Out—Agony for Eight Long Years—Doctors Were Unable to Cure Her.

## SPEEDILY CURED BY CUTICURA

"I had suffered terrible agony and pain for eight long years from a terrible case of the scalp and face. The best doctors were unable to help me, and I had spent a lot of money for many remedies without receiving any benefit. My scalp was covered with sores, my face was like a piece of raw beef, my eyebrows and lashes were falling out, sometimes I felt as if I was burning up from the terrible itching and pain. I then began treating myself at home, and now my head and face are clear and I am entirely well. I first bathed my face with Cuticura Soap, then applied Cuticura Ointment to the affected parts, and took Cuticura Resolvent Pills to cool and cleanse the blood. A single set is sufficient to cure the most torturing, disfiguring skin, scalp, and blood humours, with loss of hair, of infancy or age, which doctors, medicine, and all else fails."

## AGONIZING ECZEMA

And Itching, Burning Eruptions with Loss of Hair, Cured by Cuticura.

Bathe the affected parts with hot water and Cuticura Soap, to cleanse the surface of crusts and scales, and soften the thickened cuticle; dry, without hard rubbing, and apply Cuticura Ointment freely, to allay itching, irritation, and inflammation, and soothe and heal; and, lastly, take Cuticura Resolvent Pills to cool and cleanse the blood. A single set is sufficient to cure the most torturing, disfiguring skin, scalp, and blood humours, with loss of hair, of infancy or age, which doctors, medicine, and all else fails."

TYPEWRITERS  
CLEANED, REPAIRED, OVERHAULED  
TYPEWRITING WORK UNDER  
TAKEN. Charges moderate.  
F. A. V. EBBING  
(late of the Hongkong Typewriting Bureau)  
34, Queen's Road Central (Second Floor).  
Hongkong, 25th October, 1905.

PURE FRESH WATER.  
THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.  
Call Eng W.  
J. W. KEW,  
Manager,  
Hotel Mansions, 3rd Floor,  
Hongkong, 8th August, 1905.

JUST PUBLISHED.  
CHILDREN OF FAR CATHAY.  
A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.  
By CHAS. J. HATCOMBE  
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweiin, is dedicated to SIR ROBERT HART, G.C.M.G., and Dr. A. RENNE.  
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.  
Well bound in Yellow Cloth with Chinese Emblems Gold.  
PRICE ... \$3.50.  
To be obtained from Messrs. KELLY & WALES, LTD., Messrs. W. BROWN & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.  
Hongkong, 23rd April, 1906.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

**HONGKONG GYMKHANA CLUB.**

**THE SECOND MEETING** of the Season will be held at the HAPPY VALLEY, on SATURDAY, the 12th inst., commencing at 3.30 p.m.

The charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey or Gymkhana Clubs.

The Committee invite the Ladies of Hongkong to be present.

Port Entries will be accepted for events Nos. 2 and 4.

C. G. MACKIE, Hon. Secretary.

Hongkong, 8th May, 1906. [1032]

## SHANGHAI MUNICIPAL NOTIFICATION.

**VICTORIA NURSING HOME.**

**THERE are VACANCIES** for TWO PROBATIONERS at the Home, who will be required to devote themselves, during a period of training of three years, to the attainment of a knowledge of NURSING.

Particulars may be obtained from, and applications should be made in writing to, the HEALTH OFFICER, 1, Housen Road, Shanghai.

By Order, W. E. LEVISON, Secretary.

Council Room, Shanghai, 1st May, 1906. [1033]

## PACIFIC MAIL STEAMSHIP CO.

**OCCIDENTAL & ORIENTAL STEAMSHIP CO.**

**TOYO KISEN KAISHA.**

**SAN FRANCISCO EARTHQUAKE.**

**PASSENGERS** desiring to pass through SAN FRANCISCO are hereby informed that our Railroad connections and terminals have suffered NO INJURY whatever, from Earthquake or Fire.

We are prepared to handle all traffic with the same facility and despatch as the past.

Passengers will be furnished accommodation on our Steamers until the departure of Trains.

Every care and attention will be bestowed on the travelling party by the officials of these Companies, affording an opportunity to witness the City of San Francisco in its present state.

S. SILVERSTONE, Agent.

Hongkong, 9th May, 1906. [1034]

## PUBLIC AUCTION.

**THE Undersigned** will sell by Public Auction, on **TUESDAY**, the 8th May, 1906, at 11 a.m., at their SALES ROOMS, No. 2, Le Vaux Road (Corner of Lee Hing Street),

**SUNDY HOUSEHOLD FURNITURE**, comprising—

DOUBLE IRON BEDSTEADS with MATTRESSES, WARDROBES with BEVELLED GLASS, S. BEDBOARD, HAT STAND, PUSH-COVERED DRAWING ROOM SUITE, OFFICE CHAIRS, OVERMANTEL PICTURES, LAMPS, CROCKERY and GLASSWARE, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th May, 1906. [1035]

## PUBLIC AUCTION.

**THE Undersigned** has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Le Vaux Road, on **FRIDAY**, the 11th May, 1906, at 2.30 p.m.,

**A Quantity of FURNITURE**, comprising—

WARDROBES (Bevelled Glass) DRESSING TABLES, WASHSTANDS, BEDSTEADS, ICE-BOXES, CARPETS, OVERMANTELS, FILTER, CHAIRS, SITTING ROOM SUITE, TABLES, SHANGHAI TUB, OFFICE DESKS, COPYING PRESS and Miscellaneous Goods.

TERMS:—As usual.

F. KIENE, Auctioneer.

Hongkong, 8th May, 1906. [1036]

## NOTICE.

**STEAM FOR KUDAT AND SAKAKAN.**

Taking Cargo and Through Rates to TAWAU, ABAD, DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

**THE Steamship**

**"BORNEO"**

Captain F. Smith (ready to load on FRIDAY, the 11th inst.), will leave on SATURDAY, the 12th inst., at Noon.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 7th May, 1906. [1037]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

**NOTICE TO CONSIGNEES.**

**FROM YOKOHAMA, KOBE AND SHANGHAI.**

**THE Chartered Steamship**

**"FILIPPO AFFELI"**

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 12th May, at which they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th May will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELEK & Co., Agents.

Hongkong, 7th May, 1906. [1038]

## NEW ADVERTISEMENTS

**FOR SINGAPORE, PENANG AND CALCUTTA.**

**THE Steamship**

**"GREGORY APCAR,"**

Captain S. H. Holson, will be despatched for the above Ports on SATURDAY, the 12th inst., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 7th May, 1906. [1039]

## COMPAGNIE DES MESSAGERIES MARITIMES.

**FOR SHANGHAI, KOBE AND YOKOHAMA.**

**THE Company's Steamship**

**"SALAZIE,"**

Captain Aillaud, will be despatched for the above Ports on or about MONDAY, 14th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 8th May, 1906. [1040]

## NAVIGAZIONE GENERALE ITALIANA.

**(Florio and Rabatino United Companies).**

**NOTICE TO CONSIGNEES.**

**FROM BOMBAY AND SINGAPORE.**

**THE Steamship**

**"ISCHIA,"**

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant will be subject to rent.

CARLOWITZ & Co., Agents.

Hongkong, 7th May, 1906. [1041]

## NORDDEUTSCHER LLOYD, BREMEN.

**IMPERIAL GERMAN MAIL LINE.**

**NOTICE TO CONSIGNEES.**

**THE Steamship**

**"WILLEHAD,"**

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Tuesday, 8th inst., at 10 a.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Monday, 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 14th inst.

All Claims must reach us before Saturday, 19th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 7th May, 1906. [1042]

## CLUB GERMANIA.

**NOTICE.**

**THE NINTH YEARLY GENERAL MEETING** of the Members of the Club GERMANIA will be held in the Club House on TUESDAY, the 15th May, 1906, at 6 p.m.

By Order, C. W. HEUSER, Hon. Secretary.

Hongkong, 5th May, 1906. [1043]

## NOTICE OF REMOVAL.

**DR. SWAN** has REMOVED from No. 7, Buildings, 1st Floor, next to Shanghai Life Insurance Co.

Hongkong, 4th May, 1906. [1044]

**THE MITSU BISHI DOCKYARD AND ENGINE WORKS.**

**NAGASAKI.**

**CODE WORD: "DOCK"**

**A.I. A.B.C. and Engineering Work Done NEW DOCK NOW OPEN.**

**DOCK No. 3.**

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 93 "

Water on Blocks at Spring Tide... 34 "

**DOCK No. 1.**

Extreme Length... 521 feet

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 "

**DOCK No. 2.**

Extreme Length... 371 feet

Length on Blocks... 363 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

**PATENT SLIP.**

Suitable for vessels up to 1,000

**THE WORKS** are well equipped with

**LATEST PLANTS and APPLIANCES** to undertake BUILDING or

**REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.**

**A LARGE STOCK of MATERIAL** is

always kept on hand.

The COMPANY has the powerful steam

**"OURA-MARU" (712 tons, 700 H.P.,**

especially built for SALVAGE PURPOSES

Equipped with necessary gear, always ready

Short Notice. [1045]

## AUCTIONS

## PUBLIC AUCTION.

**THE Undersigned** has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Le Vaux Road, on **TUESDAY**, the 8th May, 1906, at 11 a.m.,

**TOWELS, CARPETS, TRAPES, GLASSWARE, MUSLIN, FLANNELS, JAPANESE and CHINESE SILK GOODS, HANDKERCHIEFS, SHAWLS, PETTICOATS, CUSHIONS, BEDCOVERS, &c.,**

A Small Lot of WATCHES and JEWELLERY, &c.,

And 9 BALES COCKS.

TERMS:—As usual.

F. KIENE, Auctioneer.

Hongkong, 1st May, 1906. [1046]

## PUBLIC AUCTION.

**THE Undersigned** has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Le Vaux Road, on **THURSDAY**, the 10th May, 1906, at 2.30 p.m.,

**2 VALUABLE STAMP COLLECTIONS, also a Few Hundred SETS of STAMPS.**

TERMS:—As usual.

F. KIENE, Auctioneer.

Hongkong, 4th May, 1906. [1047]

## PUBLIC AUCTION.

**THE Undersigned** has received instructions to sell by Public Auction, on **SATURDAY**, the 12th May, 1906, for Account of the Concerned, at the Residence, No. 2, Antrim Villa, Des Vaux Road, Kowloon,

**A Quantity of Valuable FURNITURE, CARPETS, RUGS (large and small), PICTURES, ENGRAVINGS, FILTER, GLASSWARE, &c., &c.**

**A VICTORIA GRAMAPHONE**, in Perfect Condition.

TERMS:—As usual.

On View from Friday, 11th May.

F. KIENE, Auctioneer.

Hongkong, 3rd May, 1906. [1048]

## PUBLIC AUCTION.

**THE Undersigned** has received instructions to sell by Public Auction, for Account of the Concerned, on **THURSDAY**, the 14th June, 1906, at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

**COMPLETE CEMENT FACTORY**, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Anatoly Charlamyevitch Tetjakow, of Sakrajewo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:

Locomotives... (Smith, Magdeburg),

MILLING MACHINES... (Wolff, Copenhagen),

COOLING INSTALLATIONS (Allis, Comp.),

ELECTRICAL... (Allis, Comp.),

TRUCKS, &c. ... (Orenstein & Koppel),

&c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Kjalasörp, near Malmo, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—

SIEMSEN & Co., Hamburg & Hongkong, and LAWYER BUBNOFF, in St. Petersburg, Wassili O'row, 4 Linie, Haus No. 5, as well as from the Auctioneers, Messrs. HUGHES & HOUGH.

Hongkong, 1st May, 1906. [1049]

## ON SALE

**BOUND VOLUMES of the HONGKONG WEEKLY PRESS**, July to December 1905. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong 26th Feb. 1906.

## TO LET

**STILLINGFLEET, PEAR ROAD, Five Rooms, Good View of Harbour.**

Apply to—

F. EZRA, Care of D. Sassoon & Co., Ltd.

Hongkong, 3rd May, 1906. [1050]

## TO LET

**SEYMOUR ROAD LOWER, No. 31.**

**STONEHAVEN**, Robinson Road, No. 35.

**TANG YUEN**, Meddonell Road, No. 18 (5 Rooms).

**No. 59, CAINE ROAD.**

**ICE HOUSE STREET, No. 6 (1st Floor, 5 Rooms).**

**PRAYA EAST, No. 91, Top Floor (Godown).**

Apply to—

SAM WANG CO., LD., 81, Queen's Road Central.

Hongkong, 6th February, 1906. [1051]

## TO LET

**No. 3 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon.**

**2nd FLOOR**, No. 12, Queen's Road Central.

**Kowloon Marine Lot 47 with Wharf.**

Apply to—

LEIGH & ORANGE, 1, Des Vaux Road.

Hongkong, 29th March, 1906. [1052]

## TO LET

**OFFICES in King's Building and York Building.**

**GODOWNS in PRAYA EAST.**

**A HOUSE in CLYTON GARDENS, Conduit Road.**

**A HOUSE in WONG NAI CHONG ROAD.**

**A HOUSE in LIPON TERRACE.**

**FLATS in MORRISON TERRACE.**

**"EXMOOR" CONDUIT ROAD.**

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1906. [1053]

## TO LET

## TO LET.

**FURNISHED or UNFURNISHED, No. 4, Robinson Road, 5 Rooms, corner House, central position.**

Apply to—

Care of "Daily Press" Office, Hongkong, 17th April, 1906. [894]

## TO LET.

**No. 15, KNOTSFORD TERRACE KOWLOON.**

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd December, 1905. [77]

## TO LET.

**SEVEN EUROPEAN HOUSES**, late P. Blackhead & Co. and Shewan, Thomas & Co.'s Offices. Ground Floors and Top Floor with Godowns can be let separately or as one.

Apply to—

CHUNG SHUN KGO, First Floor, No. 10 Queen's Road Central Hongkong, 18th July, 1905. [81]

## TO LET.

**FURNISHED ROOMS**, with or without Board. Near Ferry, Kowloon. Tennis Court attached.

Apply to—

"M. E." Care of "Daily Press" Office, Hongkong, 2nd March, 1906. [543]

## TO LET.

**GODOWN, No. 3, NEW PRAYA, Kennedy Town.**

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 28th June, 1905. [76]

## TO LET.

**NOS. 5, 6 & 21, BELLIOS TERRACE**

No. 4, ALBANY, Newly Painted and Coloured Rooms, fine position and well suited for a Batchelor's Mess, and for a Shop.

No. 13, BEACONSFIELD ARCADE, Shop.

**"BROOKHURST," PEAK**, Newly Painted and Coloured, with Tennis Court.

**"CLOVELLY," PEAK ROAD**, Furnished, Hot and Cold Water laid on to Bathrooms; Electric Light throughout the House. Two Tennis Courts and Garden.

**24, BELLIOS TERRACE**, Corner Hoar, 2nd FLOOR in Central position, contains Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 7th February, 1906. [13]

## TO LET.

**"THE ACACIAS" & "THE GROVE,"** having 36 ROOMS, with TENNIS COURT and Detached Out-Houses and Kitchen, situated in Robinson Road, Kowloon. Well ventilated; Electric Lights and Bells completely installed.

Suitable for a First-Class Hotel.

Apply to—

E. M. HAZELAND, 35, Queen's Road Central, or

WING ON, Contractor, 34, P. Agular Street.

Hongkong, 21st April, 1906. [133]

## TO LET

**TWO GODOWNS**, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to—

JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. [256]

## TO LET.

**No. 2, OLD BAILEY.**

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 27th April, 1906. [171]

## HOTEL MANSIONS.

**ROOMS TO LET** on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—

THE SECRETARY, Hongkong Hotel Co., Ltd.

Hongkong, 9th March, 1906. [593]

## OFFICE TO LET

**IN ALEXANDRA BUILDINGS.**

Apply to—

A. S. WATSON & Co., Ltd., Alexandra Buildings.

Hongkong, 23rd April, 1906. [1946]

## TO LET.

**LIGONELL**, near Peak Tram Station.

Furnished, from 1st June to 30th September.

Apply to—

S. J. DAVID & Co., Hongkong, 23rd April, 1906. [1944]

## TO LET.

**TWO LARGE OFFICES** on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.

Apply to—

WONG CHEE SANG, Care of YEE SANG FAT & Co.

Hongkong, 30th November, 1905. [107]

## TO LET.

**"HAYTOR"—THE PEAK.**

Immediate possession.

Apply to—

THE H

## INTIMATIONS.

## WANTED.

**A YOUNG CLERK**, must be a Quick Writer and Typist.  
Apply to—**ROBINSON PIANO CO.**  
Hongkong, 3rd May, 1906. [1005]

## DOCTOR WANTED.

**TO act as SURGEON** on an Emigrant Steamer.  
For Particulars, apply to  
**BUTTERFIELD & SWIRE.**  
Hongkong, 23rd April, 1906. [945]

## STAMPS.

**WANTED FOR CASH OR EXCHANGE,**  
**KING'S HEAD STAMPS** of Straits, Hongkong and Ceylon. Buying rates on application. **GEO. E. ANTHONISZ,** "Sea Spray," Colpetty, Colombo, Ceylon.  
Colombo, 14th April, 1906. [992]

## COLD STORAGE.

**THE HONGKONG ICE COMPANY, Ltd.**  
have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.  
**WM. PARLANE, Manager.**  
Hongkong, 18th November, 1905. [147]

## RUINART PERE &amp; FILS, REIMS.

Established 1789.  
**CHAMPAGNE GROWERS AND SHIPPERS.**  
Ship only the Finest Quality Extra Dry (Green Seal).  
**LAURE WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May, 1906. [122]

## DAVID CORSAIR &amp; SON'S.

**MERCHANT NAVY**  
**NAVY BOILED**  
**LONG FLAX**  
**RELIANCE CROWN**  
**TARPULING**  
**ARNHOLD, KARBURG & CO.**  
Sole Agents.  
851

## A. LING &amp; CO.,

**FURNITURE STORE.**  
**PLATED GLASS AND CROCKERY**  
**WARE, &c., &c., and POOCHOW**  
**LACQUERED WARE.**  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1905. [902]

## DR. M. H. CHAUN.

**THE latest Method of the AMERICAN**  
**SYSTEM OF DENTISTRY.**  
37, Des Vaux Road CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [153]

## S. I. TING.

**SURGEON DENTIST.**  
No. 10, D'AGUIAR STREET.  
**TERMS VERY MODERATE.**  
Consultation Free.  
Hongkong, 21st September, 1905. [698]

## AUTOMATIC MAUSER

**PISTOLS.**  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGE  
FIRING 10 SHOTS in 3 SECONDS.  
**ELEMSSEN & CO.**  
Hongkong, 3rd October, 1905. [45]

## MITSU BISHI GOSHI-KWAISHA

**(MITSU BISHI CO.)**  
**COAL DEPARTMENT**  
MARUNO-UCHI TOKIO.  
Cable Address, "IWASAKI,"  
which applies to all Branch Offices.  
All Letters Addressed:  
**MANAGER MITSU BISHI CO.,**  
with name of place under.  
**BRANCH OFFICES:**  
NAGASAKI, MOJI, KOBE, KARATSU,  
SHANGHAI, HONGKONG AND  
HANKOW.  
**AGENTS:**  
YOKOHAMA: M. ANA, Esq.  
CHINKIANG: MESSRS. STEERING & CO.  
MANILA: MESSRS. MACINDRACK & CO.  
**SOLE PROPRIETORS** of Takashima,  
Ochi, Shimizu, Namazawa and Kami-Yamada  
Collieries, and also Hioji Colliery, which will  
shortly be ready to produce on a large scale the  
best Tuzen Coal.  
The Head and Branch Offices and the Agencies  
of the Company will receive any order for  
Coal produced from the above Collieries.  
**T. MATSUKI, Manager, Hongkong,**  
No. 2, Pedder Street.  
[963]

## BOARD AND RESIDENCE

**BOARD AND RESIDENCE.**  
**MRS. GILLANDERS**  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 20th September, 1905. [673]

## FIRST-CLASS BOARD &amp; RESIDENCE

**"BRAESIDE."**  
**A LARGE AND COMMODIOUS**  
**RESIDENCE** standing in its own  
grounds, with Tennis Courts, Good Dining and  
Reception Rooms, Large Airy and Well  
Furnished Bedrooms, every home comfort. Fine  
View of the Harbour; Terms moderate.  
Apply to—**Mrs. F. W. WATTS,**  
"Braeside," 20, Macdonnell Road  
(late of "Tang Yuen").  
Hongkong, 27th June, 1905. [43]

## BOARD AND RESIDENCE

**ONE LARGE FRONT BEDROOM** with  
Bath for one or two Gentlemen.  
Apply at—  
**No. 2, KNOTTSFORD TERRACE,**  
Kowloon.  
Hongkong, 23rd March, 1906. [704]

## PUBLIC COMPANIES.

## A. S. WATSON &amp; CO., LIMITED.

**NOTICE IS HEREBY GIVEN** that the  
**SEVENTEENTH ANNUAL ORDINARY GENERAL MEETING** of the  
Company (since its registration) will be held at  
the Offices of the Company in ALEXANDRIA  
BUILDINGS, on SATURDAY, the 12th  
instant, at 11.30 A.M., for the purpose of  
receiving the Report of the General Managers  
together with a Statement of Accounts to the  
31st December, 1905.

The REGISTER OF SHARES will be  
CLOSED from WEDNESDAY, the 9th inst.,  
to TUESDAY, the 15th inst., both days  
inclusive, during which period no Transfer of  
Shares will be Registered.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st May, 1906. [1003]

## THE HONGKONG ELECTRIC CO., LTD.

**NOTICE IS HEREBY GIVEN** that the  
**SEVENTEENTH ANNUAL ORDINARY**  
**GENERAL MEETING** of the Shareholders  
will be held at the Company's Offices, 87  
GEORGE'S BUILDING, on SATURDAY, the  
12th May, at 12 o'clock Noon, for the purpose  
of presenting the Report of the Directors,  
together with a Statement of Accounts to 28th  
February, 1906, and electing Directors and  
Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from 28th April to 12th May,  
both days inclusive.

By Order of the Board of Directors,  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 24th April, 1906. [956]

## THE YANGTZE INSURANCE

**ASSOCIATION, LTD.**

## NOTICE TO SHAREHOLDERS.

**A DIVIDEND** at the rate of TWENTY-  
FIVE PER CENT, being FIFTEEN  
DOLLARS per Share, on the Paid-Up Capital  
of the above Association, has been declared  
payable, in Cheques at Exchange 73, at the  
CHARTERED BANK OF INDIA, AUSTRALIA AND  
CHINA, or the HONGKONG AND SHANGHAI  
BANKING CORPORATION, Shanghai, on and  
after this date, to Shareholders of Record on  
the 9th April, 1906.

By Order of the Board of Directors,  
**F. A. CUMMING,**  
Acting Secretary.  
Shanghai, 19th April, 1906. [962]

## THE CHINESE ENGINEERING AND

**MINING COMPANY, LIMITED.**

**A N INTERIM DIVIDEND** of 1/2 per  
Share free of tax for account of the  
Twelve months ending last February, has been  
declared by the Directors of the above Com-  
pany. Coupon No. 6 is payable immediately  
at the CHARTERED BANK OF INDIA, AUSTRALIA  
AND CHINA, and the RUSSO-CHINESE  
BANK, at Tientsin and Shanghai.

**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 1st May, 1906. [1009]

## FOR SALE

**FOR SALE, OR TO LET.**

**THE WANCHAI PROPERTY** of **GEO.**  
**FENWICK & CO., Ltd.** Engineers  
and Shipbuilders. Comprising portions of  
Marine Lots Nos. 31 and 32, approximate area  
48,000 square feet.  
Or, a portion of Marine Lot at North Point,  
20 feet depth of water at Wharf; suitable for  
godowns, &c.  
For further particulars apply to the Company.  
Hongkong, 25th April, 1905. [125]

## FOR SALE OR TO LET.

**AT THE PEAK.**

**A N ELEVEN-ROOMED HOUSE,** with  
Dressing, Drying and Bathrooms; dis-  
tant thirteen minutes by tram from the Tram;  
fitted with superior baths and with hot  
and cold water; large Kitchen; Laundry and  
Servants' Quarters. Can be used as one dwell-  
ing or divided into two.  
For Particulars and Terms, apply to—  
**SHEWAN, TOMES & CO.**  
Hongkong, 16th March, 1905. [571]

## HONGKONG

**BUSINESS DIRECTORY.**

## BOOKBINDING.

**"DAILY PRESS" OFFICE.**

The only office in China having European  
taught workmen Equal to Home  
work.

## IRON MERCHANTS.

**SINGON & CO.**

Iron, Steel, Metal and Hardware  
Merchants. Wholesale and Retail  
Ironmongers. Pig Iron and Foundry.  
Coke Importers. General Store-  
keepers and Commission Agents.  
35 & 37, Hing Loong Street,  
(1st Street, West of Central  
Market.) Telephone No. 515.

## PHOTOGRAPHER

**M. MUMETA, JAPANESE ARTIST.**

Bromide and Crayon Enlargements and  
also colouring Photos and Relief Photos.  
Views of China and Manila. Works  
done for Amateurs No. 84, Queen's  
Road Central.

## PRINTING.

**"DAILY PRESS" OFFICE.**

Proofs read by Englishmen.

## STOREKEEPERS

**KWONG SANG & CO.**

Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Metal, Iron and Steel Merchants.  
57 & 59, Connaught Road, New  
Praya Central.

## MARTIN'S

**APIOL-STEEL**

**APIOL-STEEL**

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**APIOL-STEEL**

## SCIENTIFIC MISCELLANY.

**THE NEW ATOM—MOISTURE FOR THE HOUSE**  
—INCANDESCENT OIL LIGHTS—CHANGING  
ELEMENTS—DIFFUSION OF SOLIDS—MANU-  
SCRIPT PHOTOGRAPHY—RECORDS OF THE  
BODY'S ELECTRIC WAVES—LIGHTNING-MADE  
MAGNETS.

The electron, as defined by Prof. Soddy, is  
an electric' conception that has been applied  
to matter. It is a definite "charge"—the  
smallest possible—of negative electricity, and  
its properties, unlike those of the atom, are  
changeable. It is a particle smaller than the  
atom, which was long regarded as the  
smallest division of a element. Each atom of  
matter must normally contain at least one  
electron, and it may lose this or take on at least  
one more without great change. With one or  
more electrons less than the normal, the atom  
becomes positively charged, or a positive ion,  
while an atom with one or more electrons in  
excess is a negative ion.

Some years ago the addition of moisture to  
furnace-heated air was found by Dr. H. J.  
Barnes of Boston to make a room comfortable  
at a temperature several degrees lower. In his  
recent investigation South-Eastern Nebraska,  
G. A. Loveland has shown that the air of a  
house of 14,000 cubic feet should receive from 20  
to 40 quarts of water daily, and that this evapora-  
tion does not increase the relative humidity by  
more than 10 per cent. The humidity indoors  
should not exceed about 47 per cent, otherwise  
there will be troublesome condensation on the  
windows.

A new incandescent light uses ordinary  
petroleum without a wick, and a tubular one-  
eighth of an inch outside supplies the oil, which  
is vaporized and mixed with air before being  
burned in the mantle. The light is claimed to  
be softer and more diffusive than any other.  
One gallon of oil is sufficient for a 1,000 candle  
power lamp for fifteen hours and enables a  
person to read at a distance of forty to fifty  
yards.

As a halftone milk in water it gives off a  
large bubble of air, evidently enclosed under  
great pressure.

While the transmutation of elements at will  
is still a dream, the alkali metals have given J.  
J. Thomson a suggestion of control of the  
change. Emission from these metals in light  
has been long known and he has now proven  
that they give off slow electrons, or Beta rays,  
even in darkness, and that the process is greatly  
influenced by light, heat and chemical forces.  
These act as detectors, splitting up atoms  
which have become unstable. This atomic  
breaking up is thought to be going on in all  
matter, with the setting free of enormous  
energy and it is calculated that if the action  
extends throughout the earth, the emission by  
every atom of an electron once in a thousand  
million years would account for the earth's  
internal heat. The atomic modification may  
explain the "fatigue" of platinum and other  
substances after long incandescence.

The degree to which solids slowly intermix  
ions of the recent surprising discoveries. A  
New Zealand teacher mentions the dark patches  
which appear opposite the steel winding stems  
on the inside of silver watch-cases forty or fifty  
years old, tests showing that these patches are  
iron, which has vaporized, dissolved in the  
silver, and diffused into the solid metal. Still  
more remarkable is an instance of the penetra-  
tion of carbon into porcelain. Fresh pencil  
marks are easily removed from an old porcelain  
writing tablet, but some notes written forty  
years ago have sunk into the tablet to a consid-  
erable depth and cannot be erased.

In a simple German method for copying  
manuscripts or printed matter, the object is  
placed face upward on a table and a mirror is  
arranged above it at an angle of 45°. The  
reflection is focused in the usual way. A  
smooth-surface, bromide or negative paper is  
used instead of a glass plate and the picture  
shows white letters on a dark background.  
With proper exposure and development a pos-  
itive print is unnecessary, the characters being  
as legible as black on white.

The extremely sensitive galvanometer devised  
a short time ago by Herr Einthoven, a German  
electrician, consists of a silvered quartz fibre  
stretched between the poles of a strong electro-  
magnet, the passage of the faintest current  
moving this fibre in the direction of the lines of  
the magnetic field. The movement can be  
measured directly by a microscope or recorded  
by photography. The new instrument will  
measure the millionth of an ampere, and a  
suggested use is for studying the electric  
currents of the human nerves. Muscular con-  
tractions of the heart had been already shown to  
vary the electric resistance of this organ. It is  
now claimed that electric waves corresponding  
to the beating of the heart have been photo-  
graphed, the electric phenomena continually  
altering and it is predicted that we may be able  
to record the state of a person's health or the  
phases of hysteria or other nervous disorders, or  
to plot the wailing and fretfulness of a poorish  
child.

Magnetized plates—dots attracting iron like  
the lodestone—are often noticed in volcanic  
rocks. They have been ascribed by Folger to  
lightning, but he knew of no magnetized  
rocks that had been tested before the lightning  
struck. An instance has now been described.  
Two investigators had been testing rocks near  
Mount Elba, when during a September night,  
lightning fused a telephone wire from which  
an unexplained earth wire ran along a basaltic  
wall, which had previously shown scarcely a  
trace of magnetism. Next morning the stones of  
the wall were strongly magnetic for five  
inches on both sides of the wire, the polarity  
indicating that the current passed upward.

For raising sunken vessels, also for operating  
floating docks, Pierre Harzy, a Frenchman,  
proposes using calcium carbide in cans placed in  
the vessel or in attached floats. Electrically  
exploded caps would break open the cans, set-  
ting the carbide and generating a great volume  
of acetylene to force out the water.

How TO BE BEAUTIFUL—Keep your com-  
plexion, Mrs. Ellen's Cream-Cheer, Lait  
Charmant, Special Skin Food and Poudre  
Charmant will enable you to do it. Her  
Specialties for the Skin are the study of a  
lifetime. A. S. Watson & Co., Ltd., Sole Agents.  
731

## AFGHANISTAN'S ANCIENT KINGS.

DISCOVERY OF TREASURE AND  
A RUINED CITY.

Writing of the discovery of Afghanistan's recent  
past in his dominions, Reuters' Publisher cor-  
respondent says that soon after his arrival at  
Jalalabad the Amer said he had received a  
letter from his son, Prince Inayatullah Khan,  
announcing that while constructing a road in  
the Kohistan Illoqua tressure was found in the  
village of Zama, consisting of gold and silver  
coins of ancient Kings. Two companies of  
sappers and miners have been despatched under  
the command of Colonel Mohamed Nahi Khan  
to guard the treasure. On reading this news  
the Amer said in Durbar that it was to him a  
great help in the performance of his duties  
towards his subjects. Another letter has  
now been received from Sardar Abdulla Khan  
Tokhi, Governor of Balakh, stating that while  
some peasants were preparing their land for  
cultivation they came upon some ruins, which  
on further examination proved to be wall  
enclosures of a ruined city. The Governor  
himself visited the spot, and found the ruins of  
a large city, with some gold coins, the inscription  
on which nobody could read. The grey-bearded  
Afghan Turks said they had heard from their  
ancestors that a large Kafir city existed in the  
vicinity, which had been destroyed long since,  
and that in the ruins were buried the treasure  
of the Kafir Kings. Some of the coins were  
sent to the Amer for inspection. This dis-  
covery was also regarded as a good omen by  
the Amer, and he has written to the Governor  
to guard the place well and make excavations  
to discover the treasure, ordering that every-  
thing found is to be despatched with care to  
Kabul.

## VETO IN THE COLONIES.

If there were any approach to consistency in  
Radical political allies, the Government would  
forthwith exercise veto power to compel the  
Colonies to open their doors to all emigrants  
irrespective of race or colour. It is absurdly  
illogical to claim that power to banish the  
Chinese from South Africa against the desire  
of the white settlers, while refusing to exercise  
it in a strictly collateral matter in other parts  
of the Empire. From an Imperial standpoint,  
it is of the first consequence to eliminate, as far  
as possible, every chance of such grave compli-  
cations as lately caused the Chinese to boy-  
cott American goods. Our alliance with  
Japan further accentuates the awkwardness  
incident to shutting off any portion of  
British territories from those islands. A  
more direct insult to a proud and highly sensi-  
tive nation could hardly be conceived, and it is  
very certain that our allies would have shown  
their resentment long ago but for political  
considerations. Such being the menacing position  
of affairs, the Radicals would have some  
excuse for vetoing the exclusion of Asiatic  
immigrants from Greater Britain; the late  
Government had equal excuse for non-inter-  
ference, their conviction being that there could  
be no success any of producing Imperial  
disunion. Sir H. Campbell-Bannerman had  
better remember that South Africa is no more  
inclined to tolerate mediocrity in domestic  
affairs than Canada or Australasia.—Globe.

## THE FLOOD OF FICTION.

It is said that the public is showing signs of  
revolt against the poor quality of the serials  
published in some of the newspapers. The pre-  
sent conditions of the industry certainly are  
such as to favour, and almost to necessitate, the  
production of bad work. Apart from the fact,  
well known in the trade, that in some cases  
the stories are written by order, to "realise the  
posters," there is the important consideration  
that the writers depend for their prosperity not  
on the quality of their work, but on the quantity  
of their output. It may sound incredible, but it  
is literally true, that there are serialists who  
turn out a million words—the number of words  
in the course of a year. Dumas himself, with  
all his "ghosts" to help him, did not achieve as  
much as that; and it is obvious that authors so  
prolific can have no time either to observe life  
or to reflect about it. Even if they begin with  
a certain freshness, as some of them have done,  
their work soon becomes mechanical; and if it  
be true that the public is at last beginning to  
discover that fact, then the public is sincerely  
to be congratulated.

## THE SUPPRESSION OF "HUCKLE-

**BERRY FINN."**

From America come the news that the com-  
mittees of the Brooklyn Public Library have  
forbidden the issue of "Tom Sawyer" and  
"Huckleberry Finn" to all readers under fifteen  
years of age. They are rather books about boys  
than books for boys, so that the grievance may  
be more sentimental than practical; but it would  
be interesting to know what objection the com-  
mittee had in their mind when they issued their  
"ban." Probably they think that the works in  
question depict the natural savage boy in too  
attractive colours, and argue that though a  
natural Tom Sawyer may pass in the remote  
parts of the Mississippi valley, they have no use  
for boys who deliberately imitate Tom Sawyer in  
Brooklyn. Whether they attribute to such boys,  
formed on such a model, those characteristics of  
their city which caused a man to say of it  
that it owed Brooklyn's advancement to world  
fame to the fact that it was a city of boys, does  
not appear. Possibly there is something on that  
score of the subject in the letter which Mark  
Twain has addressed to the committee, but which  
the committee have, up to the present, modestly  
withheld from publication.—Daily Graphic.

## LONDON HOTEL MYSTERY.

At a coroner's inquiry last month into the  
death of an American lady at Lifford's Hotel,  
Gillingham street, Piccadilly, Mrs. Gertrude  
Wood, wife of an American "speculator,"  
was identified some of the clothing worn  
by the dead woman as having belonged to Mrs.  
Laura A. Cushing, her sister, and the wife of a  
millionaire, living at Boston, Massachusetts,  
and having a villa at Pau.

Mr. Edward Allen, Mrs. Wood's solicitor,  
not being satisfied with the jury's verdict, called  
to all the Continental cities in Europe, where  
Mrs. Cushing was likely to be known, with the  
result that the following mysterious letter,  
without date or address, has appeared in the  
New York Herald (Continental Edition):—"I  
imagine my diary this morning when I  
saw in the Herald that I had been the subject  
of a coroner's inquest in London. As our  
beloved Mark Twain once remarked, 'under  
similar circumstances'—the story is slightly  
exaggerated. At present I am seriously  
thinking of inquiring my life against the perils  
of cabs and automobiles in the Paris streets,  
but really no accident has claimed me yet. I  
wish to add that I have not been in England  
since last August.—Yours sincerely, Laura A.  
Cushing. P.S.—London papers, please note."

\$16.00

WILL BUY A CASE OF

**GREGOR & CO'S**  
**IMPERIAL HIGHLAND**  
**WHISKY**  
(RED TRIANGLE).

**GREGOR & CO.,**

19, QUEEN'S ROAD CENTRAL, 1st FLOOR.

[38-1]

THEATRE

ROYAL

CITY HALL.

GREATEST SUCCESS THAT HAS EVER VISITED HONGKONG,  
HUNDREDS TURNED AWAY.

**THE GREAT THURSTON,**  
**WORLD'S MASTER MAGICIAN.**  
**SPECIAL MATINEE MAY 12TH.**  
SPECIAL TRAMS WILL BE RUN TO THE PEAK AFTER THE  
PERFORMANCE.

WINFIELD BLAKE and MISS MAUD AMBER,

THE POPULAR COMIC OPERA STARS.

BOOKING FOR RESERVED SEATS, DRESS CIRCLES AND STALLS AT ROBINSON'S

PIANO CO.,

1024] H. P. LYONS, Touring Manager.

## APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty,

the Constipated, and the Obese.

**GOLD MEDAL,**

St. Louis, 1904.

DOSE:—A Wineglassful in the morning

before Breakfast.

827-2

## RATES OF EXCHANGE

AT HONGKONG.

FOR

DEMAND DRAFTS ON BOMBAY,

On the Day Preceding the Departure of the

English Mail in the Year of the Closing

of the Indian Mints to the Free Coinage of

Silver

FROM 1833 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF, BAR SILVER (From 1900),

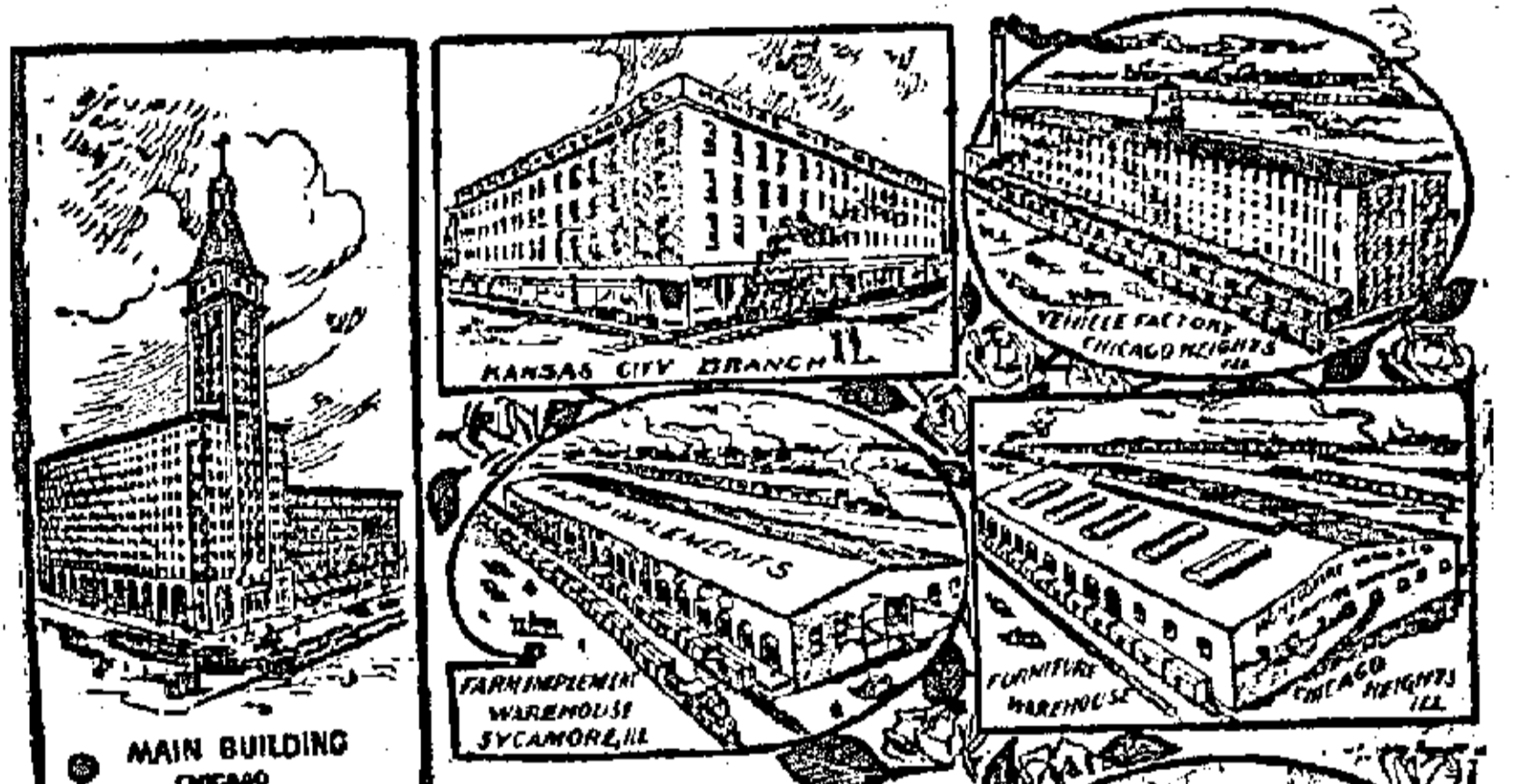
and other Useful Information.

PRICE: 50 CASH.

On Sale at the "DAILY PRESS" Office, or

Local Bookellers.

Hongkong, 16th April, 1906.



## Special Low Freight

Rates to the Orient

And our system of selling General  
Merchandise of every kind Direct  
to the Consumer enable you to ob-  
tain latest

## American Goods

at Chicago Prices

You can buy of us everything to eat, wear  
and use at the same prices paid by our  
three million customers in America.  
We ship by Fast Freight and the Pacific  
Steamers, and have a fixed low freight rate,  
not enjoyed by any other firm. On all classes  
of goods, irrespective of measure-  
ment, our



# OCEAN STEAMSHIP COMPANY, LD.

## AND

### CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"TYDEUS"	On 9th May.	
GLASGOW and LIVERPOOL...	"HYSON"	On 9th May.	
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 10th May.	
GLASGOW and LIVERPOOL...	"RHEINUS"	On 17th May.	
GLASGOW and LIVERPOOL...	"DOMENUS"	On 23rd May.	
GLASGOW and LIVERPOOL...	"AJAX"	On 31st May.	
GLASGOW and LIVERPOOL...	"MEMNON"	On 7th June.	
GLASGOW and LIVERPOOL...	"STENTOR"	On 7th June.	

## HOMWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"ELLEROPHON"	On 8th May.	
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 20th May.	
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 22nd May.	
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.	
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 19th June.	
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 20th June.	

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"TYDEUS"	On 16th May.	
HAMA	"STENTOR"	On 16th June.	
FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTZE"	On 25th May.	
	"KEUMUN"	On 16th June.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

Hongkong, 30th April, 1906.

## CHINA NAVIGATION CO. LIMITED.

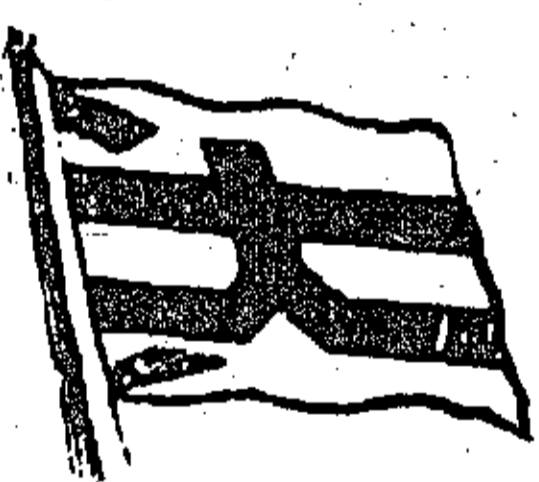
FOR	STEAMERS	TO	DATE
MANILA	"TEAN"	On 8th May.	
CALLAO	"SHANTUNG"	On 8th May.	
TSINGTAO, CHEFOO and NEWCHANG	"KALAN"	On 9th May.	
SHANGHAI	"YOHOW"	On 10th May.	
CHEFOO and TIENTSIN	"KWANGSE"	On 10th May.	
MANILA	"HUICHOW"	On 12th May.	
CHEFOO and TIENTSIN	"TAMING"	On 15th May.	
MANILA	"SUNGKIANG"	On 15th May.	
FROM	STEAMERS	TO	DATE
ZAMBANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 30th May.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

Hongkong, 8th May, 1906.



## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUO VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 13th May, at 10 A.M.	
TAMUO VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 17th May, at 10 A.M.	
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"SHOSHU MARU"	THURSDAY, 10th May, A.M.	
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 16th May, A.M.	
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"AKASHI MARU"	THURSDAY, 17th May, A.M.	

\* These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

For Freight, Passage, and other information, apply at the Company's local Branch Office  
Second Floor, No. 1, Queen's Building.  
T. ARIMA, Manager. [14]

Hongkong, 8th May, 1906.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
----------	-------	----------	---------------

TREMONT 9,600 T. W. Garlick On 26th May.

LYRA 4,417 G. V. Williams On 3rd July.

SHAWMUT 9,600 E. V. Roberts On 27th July.

TREMONT 9,600 T. W. Garlick On 22nd August.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The largest of these vessels ensure  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo stored  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong 25th April, 1906.

## HAMBURG-AMERIKA LINIE.

### OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the  
LEVANT, BLACK SEA and HAITI PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight & Passengers.
SILVIA	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 14th May	Freight & Passengers.
JSTRIA	MARSEILLES and HAMBURG (Calling at Singapore, Penang and Colombo)	On 15th May	Freight.
C. FERD. LAEISZ	MARSEILLES, HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st June	Freight.
SITHONIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 3rd June	Freight.
ANILUSIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 14th June	Freight.
ACILIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 23rd June	Freight.
RHENANIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 12th July	Freight & Passengers.
VANDALIA	NEW YORK (Calling at Singapore, Penang and Colombo)	On 10th May	Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloon and cabins unadorned. Lighted throughout by electricity. Daily qualified  
doctor is carried.  
For Further Particulars, apply to

**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE, KING'S BUILDING.

## IMPERIAL GERMAN MAIL LINES.

### NORDDEUTSCHER LLOYD, BREMEN.

#### EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,

NORTH AND SOUTH AMERICAN PORTS.



## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
SACHSEN	WEDNESDAY ... 9th May
PRINZ HEINRICH	WEDNESDAY ... 23rd May
BOON	WEDNESDAY ... 6th June
PREUSSEN	WEDNESDAY ... 20th June
ZITEN	WEDNESDAY ... 4th July
GEISENHAU	WEDNESDAY ... 18th July
HAVERN	WEDNESDAY ... 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY ... 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 29th August
SACHSEN	WEDNESDAY ... 12th September

ON WEDNESDAY, the 9th day of MAY, 1906, at Noon, the Steamship

"SACHSEN," Captain Petersen, with MAIL PASSENGERS, SPECIE and

CARGO, will leave this Port at above, CALLING AT NAPLES and GENOA.

Shipping Orders will be received on Board until 5 P.M. on TUESDAY, the 8th May, and Parcels

will be received at the Agency Office until Noon, on TUESDAY, the 8th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA and GIBRALTAR: 1st Class \$21 0 0, 2nd Class \$12 0 0, 3rd Class \$6 0 0.

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG: 1st Class \$21 0 0, 2nd Class \$12 0 0, 3rd Class \$6 0 0.

TO NEW YORK VIA SUEZ: 1st Class \$44 0 0, 2nd Class \$24 0 0, 3rd Class \$12 0 0.

VIA NAPLES, GENOA or GIBRALTAR: 1st Class \$44 0 0, 2nd Class \$24 0 0, 3rd Class \$12 0 0.

VIA BREMEN or SOUTHAMPTON: 1st Class \$44 0 0, 2nd Class \$24 0 0, 3rd Class \$12 0 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar, and

travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,

GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's

expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co. from

SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

from Port SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,

HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY

AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
WILLEHAD	TUESDAY, 29th May.
PRINZ WALDEMAR	TUESDAY, 26th June.
PRINZ SIMSUND	TUESDAY, 24th July.

ON TUESDAY, the 29th MAY, at Noon, the Steamship "WILLEHAD," Captain

Obmann, with Mail, Passengers and Cargo, will leave this Port at above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardsesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA ... 1st Class \$50, 2nd Class \$30, 3rd Class \$15.

TO NEW GUINEA ... 1st Class \$50, 2nd Class \$30, 3rd Class \$15.

TO BRISBANE ... 1st Class \$50, 2nd Class \$30, 3rd Class \$15.

TO SYDNEY ... 1st Class \$50, 2nd Class \$30, 3rd Class \$15.

TO MELBOURNE ... 1st Class \$50, 2nd Class \$30, 3rd Class \$15.

TO YOKOHAMA ... 1st Class \$50, 2nd Class \$30, 3rd Class \$15.

TO KOBE ... 1st Class \$50, 2nd Class \$30, 3rd Class \$15.

TO YOKOHAMA and back from KOBE ... 1st Class \$140.00, 2nd Class \$80.00.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97.0 0.

TO EUROPE VIA AUSTRALIA and COLOMBO by Imperial Mail Steamer \$97.0 0.

TO EUROPE VIA AUSTRALIA and AMERICA ... 96.0 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San

Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE

\* KUCHINOTZU, YOKOHAMA } WILLEHAD ... Wednesday, 9th May, 10 A.M.

and KOBE } ROON ... Wednesday, 9th May.

SHANGHAI, NAGASAKI } PREUSSEN ... Wednesday, 23rd May.

KOBE & YOKOHAMA } ROON ... Wednesday, 9th May.

SHANGHAI, NAGASAKI } PREUSSEN ... Wednesday, 23rd May.

KOBE & YOKOHAMA } PREUSSEN ... Wednesday, 23rd May.

\* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton ... 1st Class \$32.0 0, 2nd Class \$18.0 0, 3rd Class \$9.0 0.

To Bremen ... 1st Class \$32.0 0, 2nd Class \$18.0 0, 3rd Class \$9.0 0.

To Paris via Cherbourg ... 1st Class \$32.0 0, 2nd Class \$18.0 0, 3rd Class \$9.0 0.

To Naples, Genoa via Gibraltar ... 1st Class \$32.0 0, 2nd Class \$18.0 0, 3rd Class \$9.0 0.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong 1st February, 1906.

"SHIRE" LINE OF STEAMERS. "SHIRE" LINE OF STEAMERS.

MARSEILLES, LONDON & ANTWERP FOR LONDON AND ANTWERP.

THE Steamship "MERIONETHSHIRE" will be despatched for the above Ports on or about the 10th May.

For Freight and Passage apply to SHEWAN, TOMES & Co., Agents. Hongkong, 12th April, 1906. [781]

THE Steamship "FLINTSHIRE" will be despatched for the above Ports on or about the 15th May.

For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 6th April, 1906. [624]



Better than ever—the best watches in the world. Behind them are half a century of high reputation and a strong guarantee, good for all time.

## VESSELS ON THE BENTH

NAVIGAZIONE GENERALE ITALIANA. (Florida and Rabatton United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ISCHIA," Captain Cogdillo, will be despatched as above on THURSDAY, the 10th inst., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

**CARLOWITZ & Co., Agents.**  
Hongkong, 2nd May, 1906. [4]

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. La T. Latham, Hongkong.

Andromeda, cruiser, 11,000 tons, 16 guns, 1,650 h.p., Capt. Nelson Osmann, en route Singapore.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell, Shanghai.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davison, Hongkong.

Britannia, gunboat, 710 tons, 800 h.p., Lieut. W. L. Bamber, Hongkong.

Cadmus, British sloop, 1,070 tons, Comdr. H. de Caen Leard, Yangtze.

Clio, British sloop, 1,070 tons, Comdr. H. D. Wilkin, D.S.O., Yangtze.

Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. H. W. Savory.

Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Stevenson, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Grant Dalton, Shanghai.

Handy, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Cox, Hongkong.</

## POST OFFICE NOTICES.

The *Roon*, with the German mail of the 10th April, left Singapore on Friday, the 4th inst., at 6 p.m., and may be expected here to-morrow.

The *America*, with the American mail, left Yokohama on Saturday, the 5th inst., and may be expected here on or about Wednesday, the 16th inst.

## MAILS WILL CLOSE.

FOR	PER	DATE
Moji, Yokohama and Kobe	Eastern	Tuesday, 8th, 9.00 A.M.
Swatow, Amoy and Poochow	Hainan	Tuesday, 8th, 9.00 A.M.
Callao	Shantung	Tuesday, 8th, 11.00 A.M.
Manila	Heungshan	Tuesday, 8th, 1.15 P.M.
Singapore, Penang and Calcutta	Kwangse	Tuesday, 8th, 2.00 P.M.
Amoy	Tsao	Tuesday, 8th, 3.00 P.M.
Haiphong	Gifu	Tuesday, 8th, 5.00 P.M.
Hobow	Apex	Tuesday, 8th, 5.00 P.M.
Swatow and Bangkok	Apex	Tuesday, 8th, 5.00 P.M.
Yokohama and Kobe	Willehad	Wednesday, 9th, 9.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)  
Supplementary mail on board up to the time fixed for departure of the mail  
Extra Postage 10 cents.

EUROPE, &c. INDIA VIA TUTUCUMIN  
(Late Letters 11.00 to 11.50 A.M. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for this clearance will be included in this contract mail.)

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco  
(Supplementary mail on board up to the time fixed for departure of the mail  
Extra Postage 10 cents.)

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco  
(Supplementary mail on board up to the time fixed for departure of the mail  
Extra Postage 10 cents.)

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco  
(Supplementary mail on board up to the time fixed for departure of the mail  
Extra Postage 10 cents.)

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco  
(Supplementary mail on board up to the time fixed for departure of the mail  
Extra Postage 10 cents.)

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco  
(Supplementary mail on board up to the time fixed for departure of the mail  
Extra Postage 10 cents.)

## TO-DAY.

Sale, Furniture, &c. Sales Rooms, Mr. F. Kiene, 11 a.m.

Sale, Sundry Household Furniture, Sales Rooms, Messrs. Hughes and Hough, 11 a.m.

The Great Thursday, World's Master Magician, City Hall, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON—	May 27th
Telegraphic Transfer	211
Bank Bills, on demand	211
Bank Bills, at 30 days' sight	211
Bank Bills, at 4 months' sight	211
Credit, at 4 months' sight	211
Documentary Bills, 4 months' sight	211
ON PARIS—	
Bank Bills, on demand	264
Credit, at 4 months' sight	264
ON GERMANY—	
Bank Bills, on demand	215
ON NEW YORK—	
Bank Bills, on demand	50
Credit, 60 days' sight	51
ON BOMBAY—	
Telegraphic Transfer	1567
Bank, on demand	1574
ON CALCUTTA—	
Telegraphic Transfer	1567
Bank, on demand	1574
ON SHANGHAI—	
Bank, at sight	712
Private, 30 days' sight	721
ON YOKOHAMA—	
Bank, on demand	1021
ON MANILA—	
On demand—Pescos	1021
ON SINGAPORE—	
On demand	12 p.m.
ON BATAVIA—	
On demand	3 p.m.
ON SAIGON—	
On demand	2 p.m.
ON BANGKOK—	
On demand	6 p.m.
SOVEREIGNS, Bank's Buying Rate	
G. L. LEAF, 100 Ems. per tael	50.20
BAR SILVER, per oz.	39.75

## OPIUM.

Quotations are—	Allowance net to 1 catty.	May 27th
Malwa New	to	—
Malwa Old	to	—
Malwa Older	to	—
Malwa V. Old	to	—
Persian fine quality	to	—
Persian extra fine	to	—
Patna New	to	—
Patna Old	to	—
Benares New	to	—
Benares Old	to	—

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Roon* left Singapore on Friday, the 4th inst., at 6 p.m., and may be expected here on or about Wednesday, the 9th inst., at 6 a.m.

THE AMERICAN MAIL.  
The T.K.K. str. *America* is expected to sail from Yokohama on the 5th inst., and is expected to arrive at this port on the 13th inst.

THE FRENCH MAIL.  
The M. str. *Salazie* left Singapore on the 7th inst., at 4 p.m., for this port via Saigon.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Bank—		
Hongkong & S'hai.	\$125	\$800, sellers
National B. of China	25	\$100, buyers
A. Shares	25	\$100, buyers
Bull's Asbestos E. A.	125	\$74, buyers
China-Borneo Co.	12	\$7, sellers
China Light & P. Co.	10	\$10, sellers
China Provident	10	\$10, sellers
Cotton Mills—		
Hongkong	110	\$10, sellers
International	110	\$10, sellers
Lion Kung Mow	110	\$10, sellers
Soyaboe	110	\$10, sellers
Dairy Farm	110	\$10, sellers
Docks and Wharves—		
Farman, B. & Co.	110	\$10, sellers
H. & K. Wharf & Co.	110	\$10, sellers
H. & W. Dock	110	\$10, sellers
New Amoy Dock	110	\$10, sellers
S'hai & H. Wharf	110	\$10, sellers
Farwick & Co., Geo.	110	\$10, sellers
G. Island Cement	110	\$10, sellers
Hongkong & C. Gas	110	\$10, sellers
Hongkong Electric	110	\$10, sellers
Do New	110	\$10, sellers
H. H. L. Trauway	110	\$10, sellers
Hongkong Hotel Co.	110	\$10, sellers
Hongkong Ice Co.	110	\$10, sellers
Hongkong Rope Co.	110	\$10, sellers
H'kong S. Waterboat	110	\$10, sellers
Insurance—		
Canton	110	\$10, sellers
China Fire	110	\$10, sellers
China Traders	110	\$10, sellers
Kowloon Fire	110	\$10, sellers
North China	110	\$10, sellers
Union	110	\$10, sellers
Yangtze	110	\$10, sellers
Land and Building—		
Hongkong Land	110	\$10, sellers
Hongkong Estate	110	\$10, sellers
Kowloon Land	110	\$10, sellers
Shanghai Land	110	\$10, sellers
West Point Building	110	\$10, sellers
Mining—		
Charbonnages	110	\$10, sellers
Rubis	110	\$10, sellers
Philippine Co.	110	\$10, sellers
Refineries—		
China Sugar	110	\$10, sellers
Luzon Sugar	110	\$10, sellers
Steamship Companies—		
China and Manila	110	\$10, sellers
Douglas Steamship	110	\$10, sellers
H. Canton & M.	110	\$10, sellers
Indo-China S.N. Co.	110	\$10, sellers
Shanghai Transport Co.	110	\$10, sellers
Star Ferry	110	\$10, sellers
Do New	110	\$10, sellers
Shanghai & H. Dyeing	110	\$10, sellers
South China M. Post	110	\$10, sellers
Steam Laundry Co.	110	\$10, sellers
Stores & Dispensaries	110	\$10, sellers
Campbell, M. & Co.	110	\$10, sellers
Powell & Co., Wm.	110	\$10, sellers
Watson & Co., S.	110	\$10, sellers
United Asbestos	110	\$10, sellers
Do Foundries	110	\$10, sellers

## VERNON &amp; SMYTH, Brokers.

## HONGKONG TIME TABLE.

From May 8th to 14th, 1906.

To correct Zone Time add 23 min. and 15 sec.

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## MEN-F-WAR ON THE CHINA AND JAPAN STATION.

## AUSTRO-HUNGARIAN.

A. apom, cruiser, 2437 tons, 20 guns, 7300 h.p.  
Capt. Friedrich Grinzenberg, Singapore  
Kaiserin Elisabeth, cruiser, 4000 tons, 29 guns, 8000 h.p., Captain Miril, Singapore  
Kaiser Franz Josef I., Austrian cruiser, 5,000 tons, Capt. Fordernd Bayley, Singapore

## FRENCH.

Acheron, armoured gunboat, 1796 tons, 10 guns, 1700 h.p., Lieut. Ferret, Saigon  
Argos, gunboat, 123 tons, — guns, 500 h.p., Lieut. Jemmel, Canton  
Avalanche, gunboat, 140 tons, 5 guns, 150 h.p., Haiphong  
Batonnet, gunboat, Lieut. Lefevre, Saigon  
Caronde, gunboat, Lieut. Huc, Saigon  
Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p., Saigon

Comete, gunboat, 525 tons, 4 guns, 438 h.p., Lieut. M. du Vigou, Gulf of Siam  
D'Assas, cruiser, 4000 tons, 31 guns, 9500 h.p., Baie d'Along  
Dedile, gunboat, 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Est, Haiphong  
Desarres, cruiser, 3885 tons, 14 guns, 5500 h.p., Commander Amet, Baie d'Along  
Dupetit Thours, armoured cruiser, 10,014 tons, Saigon

Ester, gunboat, Lieut. Mère, Haiphong  
Francisque, destroyer, 303 tons, 7 guns, 6300 h.p., Lieut. Comdr. Haiphong  
Fronde, destroyer, 350 tons, 7 guns, 303 h.p., Lieut. Jehenne, Haiphong  
Guerdon, cruiser, 3776 tons, 36 guns, 20,200 h.p., Captain Goudot, Saigon

Guichen, protected cruiser, flagship of Rear Admiral de Fongue de Jonquieres, Captain Prat, Saigon  
Henri Riviere, gunboat, Lieut. Portier, Haiphong  
Jacquin, gunboat, Lieut. Corbier, Haiphong  
Jardine, destroyer, 307 tons, 7 guns, 300 h.p., Lieut. Comdr. Baussant, Haiphong

Kersant, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Le Gollier, Saigon  
Lynx, submarine, Lieut. Armbruster, Saigon  
Montcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief, 3700 tons, 12 guns, 19,600 h.p., Capt. Martel, Shanghai  
Mouquet, destroyer, Lieut. Prat, Baie d'Along

Oly, gunboat, — tons, — guns, — h.p., Lieut. Andemard, Yangtze  
Pello, gunboat, Lieut. Lavissière, Tongku  
Pilotet, destroyer, Lieut. de Roisach Werth, Baie d'Along  
Protée, submarine, Lieut. Glorieux, Saigon  
Redoubtable, battleship, (in reserve) 9437 tons, 8 guns, 5071 h.p., Rear Admiral de Tardieu, Saigon

Salre, destroyer, Lieut. Lebar, Haiphong  
Syr, cruiser, 1786 tons, 10 guns, 1700 h.p., Comdr. T. de Baucourt, Saigon  
Surprise, gunboat, 620 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong  
Tahiti, gunboat, Yangtze  
Taton, destroyer, Lieut. Gaillard, Saigon  
Vanban, battleship, (reserve) 6150 tons, 23 guns, 4560 h.p., Lieut. —, Hongay

Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Jemca, Canton  
GERMAN.  
Bussard, cruiser, 1857 tons, 15 guns, 2900 h.p.

Fahrland, gunboat, — tons, — guns, — h.p., Captain von Bulow, Wuha  
Friedrichsberg, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Captain Provo Teisinger  
Guter, cruiser, 1776 tons, 15 guns, 2960 h.p., Comdr. von Stunditz  
Hansa, cruiser, 6230 tons, 34 guns, 10,000 h.p., Captain Weber, Tsingtau

Illis, gunboat, 1000 tons, 10 guns, 1300 h.p., Comdr. Baron von M. Hülse, Canton  
Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Wilbrandt, Yangtze  
Luchs, gunboat, 830 tons, 10 guns, 1344 h.p., Commander Krenkecht  
Seeadler, cruiser, 1640 tons, 15 guns, 8800 h.p., Commander Doring, (aground at Labuan)  
Tiger, cruiser, 2650 tons, 24 guns, 8000 h.p., Captain Vot, Shanghai

Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Deimling, Tsingtau  
Tiania, cruiser, Captain Schenke  
Tingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Commander Giebler, Canton  
Vorwärts, gunboat, — tons, 3 guns, 500 h.p., Lieut. Schart, Shanghai

ITALIAN.  
Marco Polo, cruiser, 3800 tons, — guns, — h.p., Captain Presbitero, Shanghai  
Puglia, cruiser, 2498 tons, 29 guns, 7000 h.p., Captain Pescetto  
PORTUGUESE.  
Rio Lima, cruiser, 634 tons, 7 guns, Mecac

UNITED STATES.  
Albany, cruiser, 3769 tons, 28 guns, 7500 h.p., Captain Dyer, Cavite  
Annapolis, gunboat, 1040 tons, 12 guns, 1927 h.p., Captain Kohler, Shanghai  
Baltimore, cruiser, 420 tons, 7 guns, 800 h.p., Lieut. G. Williams  
Baltimore, cruiser, 5,000 tons, Capt. Sargent

Barry, t.-b.-d., 420 tons, 7 guns, 800 h.p., Lieut. Irwin  
Catala, gunboat, 208 tons, 10 guns, 800 h.p., Lieut. Disnaker  
Chauvigny, t.-b.-d., 420 tons, 7 guns, 8000 h.p., Lieut. E. F. Jernoy  
Cincinnati, cruiser, 3213 tons, 13 guns, 7500 h.p., Captain Osterhaus, Manila  
Dale, t.-b.-d., 420 tons, 7 guns, 8000 h.p., Lieut. Gannell, Hongkong

Decatur, t.-b.-d., 420 tons, 7 guns, 8000 h.p., Lieut. A. W. Knox  
Eleona, gunboat, 560 tons, 10 guns, 6000 h.p., Lieut. Comdr. J. Hood, Shanghai  
Helen, gunboat, 1392 tons, 8 guns, 1698 h.p., Commander P. E. Sawyer  
Mendocino, monitor, 3890 tons, 6 guns, 3000 h.p., Captain Mohan, Shanghai  
Monterey, monitor, 484 tons, 4 guns, 5244 h.p., Commander J. B. Milner, Cavite

New Orleans, cruiser, 3437 tons, 20 guns, 7500 h.p., Captain J. B. Milner, Cavite  
Oregon, cruiser, 10,288 tons, 45 guns, 11,111 h.p., Captain Burrill, Manila  
Rampanga, gunboat, 201 tons, 3 guns, 250 h.p., Ensign J. E. Bass, Cavite  
Rainbow, cruiser, 4000 tons, 14 guns, — h.p., Captain J. B. Collins, Manila  
Rabigh, cruiser, 3213 tons, 18 guns, 7500 h.p., Commander Marshall

Villalobos, gunboat, 347 tons, 3 guns, 500 h.p., Lieut. H. A. Wiley  
Wilmington, gunboat, Manila  
Wisconsin, flagship, Capt. R. Clever, Manila

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

S.S. "HONAN," 2363 tons, Captain H. D. Jones.  
S.S. "TOWAN," 2388 tons, Captain W. A. Valantie.  
S.S. "FATSHAN," 2260 tons, Captain R. D. Thomas.  
S.S. "HANKOW," 3073 tons, Captain C. V. Lloyd.  
S.S. "KINSHAN," 1995 tons, Captain J. J. Lossius.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1985 tons, Captain G. F. Morrison, R.N.A.  
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except with otherwise notified by Express.  
Nore.—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.  
Departures from Macao to Hongkong daily at 8 a.m.

## CANTON-MACAO LINE.

S.S. "TUNGSHAN," 219 tons, Captain T. Hamlin.  
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD., THE CHINA NAVIGATION CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 888 tons, Captain J. Wilcox.  
S.S. "NANNING," 568 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 9 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel;  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LD.

## NOTICES TO CONSIGNEES

## OCEAN STEAMSHIP COMPANY, LIMITED.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.